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IRELAND

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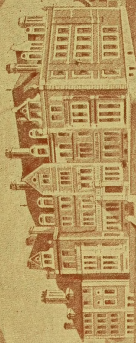


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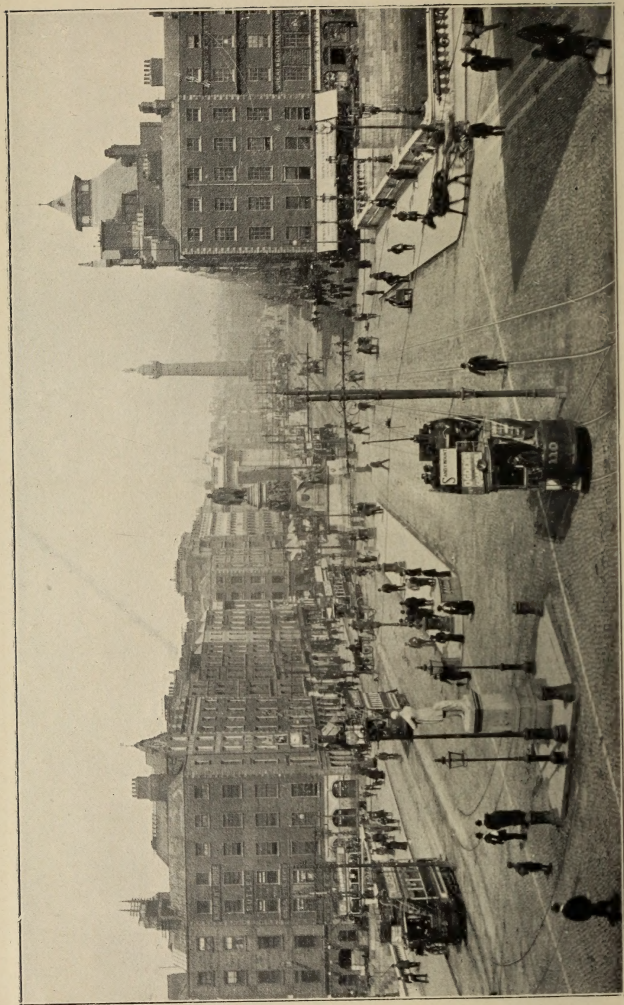
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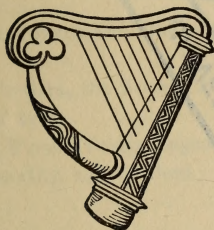
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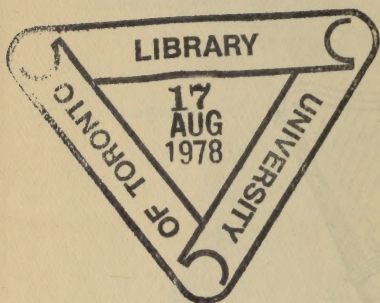
BLACK'S GUIDE
TO
IRELAND



ILLUSTRATED WITH MAPS, PLANS, ETC.

EIGHTH EDITION

LONDON
ADAM AND CHARLES BLACK
1912



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INTRODUCTION

HOTELS

TAKING them all round, the Hotels in the principal tourist tracks of southern Ireland are good. The Shelbourne in Dublin is known everywhere ; it ranks with the first-class London hotels. Cork is well off with the Imperial and the Metropole, the latter a rare example of a large and flourishing temperance hotel. Killarney is a perfect nest of hotels ; for these *see* p. 150. At Glengariffe, Roche's and Eccles' are both first-class. The G. S. & W. Railway has four large hotels at Killarney, Caragh Lake, Waterville, and Parknasilla respectively. The M. G. W. Railway owns those at Recess, Connemara, and Mallaranny, Co. Mayo, both beautifully situated and well managed. Prices generally do not run quite so high as in Scotland, and a most laudable attempt has been made to do away altogether with the preposterous item of "Attendance." But visitors to these first-class hotels must be prepared to disburse from 12s. to 13s. a night for accommodation. In Ireland the system of hotel-coupons from the Railway or Cook's agency is in full swing, and more often than not the visitor's ticket includes his hotel accommodation. There are second-class hotels to be found in most frequented places, where from 6s. 6d. to 7s. 6d. will cover all necessary items for a day's stay, but even in these such absurdities as 1s. for a bath, and for afternoon tea with bread and butter, are still to be found.

STEAMERS

Ireland is admirably served by steamers, as a glance at the table of Approaches will show. One can go to Dublin by the London and North-Western and the Dublin Mail Steam Packet Companies combined, or by the London and North-Western

alone, with a choice of four times of starting from Euston in the twenty-four hours. The 10.15 P.M. journey alone lands one at North Wall, the other boats arrive at Kingstown, where trains wait to carry the passenger the short intervening distance to the capital. Fares between London and Dublin range from 53s. 6d., combined first and saloon, to 29s. 6d. combined third and cabin. The average passage to Kingstown occupies 2 hours 45 minutes.

Another and an equally popular route is *via* the Great Western from Fishguard to Rosslare. The Company runs excellent turbine steamers between these ports. For Killarney and the south this is the more accessible way, but visitors to Dublin use it too, travelling up by the well-managed little Dublin and South-Eastern line through beautiful coast scenery to Dublin. Fares from London to Dublin this way vary from 62s. 6d. to 26s. 3d.

For other steamers see Approaches.

Excursion tickets at cheaper rates are issued by both Companies on every possible opportunity.

RAILWAYS AND ROADS

In some points the Irish railways are behind the English, but in others they are ahead, and one of their best points is the very reasonable rate at which they carry cycles. The cyclist can in many cases get a ticket for himself and cycle at a reduced rate, and he can also have a return ticket for his machine, an innovation introduced by the capital little Cork and Bandon Railway, which, though small, could give many points in enterprise to its larger rivals. Unfortunately this sensible policy is not backed up by the authorities responsible for the roads, which in many cases are as bad as they well can be. The secondary roads are in fact frequently better than the main ones, which, in Cork and Kerry especially, are so badly made that, though fair to the eye, they are intolerably lumpy. The cyclist should remember in making a tour to plan it as far as possible from west to east, and if feasible from south to north, as the prevailing wind is the south-west. In spite of all drawbacks, including not infrequent five-mile hills, there is much that can be enjoyed by the cyclist to the full in wild and

beautiful Ireland. By far the best road for the cyclist, combining scenery with comfort, is that round the Valentia peninsula, *see* p. 150. This delightful trip is often missed by those who go from Dublin to Killarney, changing at Mallow, and come back the same way.

The best route to Killarney is undoubtedly that taken by the Prince of Wales, *see* p. 51. And after seeing Killarney the visitor might go on to Waterville and Parknasilla, thus accomplishing the above-mentioned round.

The Cork and Macroom Railway is animated by a spirit very sympathetic to the cyclist and has arranged a day trip which can be done at a most reasonable rate. This is to go by rail from Cork to Macroom, cycle through lovely Inchigeela to Glengariffe (in this way getting most of the trend in one's favour), and so on to Bantry; thence train again to Cork. For details see the Railway Company's holiday programme.

The district of the Midland Great Western Railway is that of Galway and the West, fast superseding Killarney in popularity. As the Company has its own first-rate hotels situated in the very heart of the best scenery, visitors are enabled to get hotel and railway tickets combined at especially reasonable rates.

From Dublin the Glendalough district, which comes within the territory of the Dublin and South-Eastern Railway, may well be explored, *see* p. 21. Far too few tourists from England appreciate the grand scenery which lies close outside Dublin. Mostly they are intent on hurrying past to reach the better-known Killarney district.

The Great Northern Railway also shows a commendable spirit in the matter of circular tours and cheap tickets, and even within a day's excursion from Dublin has much to show that is of exceptional interest, *see* p. 12. It would be well to get its tourist programme, as well as those of the Dublin and S.E. and Cork and Bandon lines. It may be noted that Dublin time is 25 minutes later than English, and the statute mile is 2240 yards.



IRELAND

Scale 1:250,000

Published by the
Survey of Ireland
1880



SKETCH MAP SHOWING PROVINCES



APPROACHES

The hours of passage given below are of course only approximate.

The lowest saloon fares for the single journey are alone quoted. For further details, see the sailings bills of the different Companies or the useful list of steamers at the end of "Bradshaw."

1. TO DUBLIN AND WEST IRELAND

Route.	Hours of Passage.	Steamer Company.	Sailings.	Single Saloon Fare.
Holyhead to Kingstown .	2 $\frac{3}{4}$	City of Dublin Steam Packet	2 daily	10s.
Holyhead to Kingstown .	..	L. & N.W.R. . . .	Daily	10s.
Holyhead to Dublin (N. Wall)	3 $\frac{1}{2}$	„	Daily	8s.
Liverpool to Dublin .	8	City of Dublin Steam Packet, and others	Daily	13s. 6d.
Fishguard to Rosslare .	2 $\frac{3}{4}$	Great Western Railway .	2 daily	10s.
Glasgow to Dublin .	..	Burns (Royal Mail) <i>via</i> Belfast	2 daily	28s. 7d.
		<i>via</i> Greenock . . .	4 a week	15s. 6d.
		Laird Line	2 a week	14s.
Heysham to Dublin .	9	„	Daily	12s. 6d.
London to Dublin .	3 days	British and Irish Steam Packet Company, Ltd.	2 a week	26s.
Portsmouth to Dublin (<i>via</i> Southampton)	56	B. & I.S.P. Co. . . .	2 a week	..
Southampton to Dublin	50	„	2 a week	26s.
Plymouth to Dublin .	30	„	2 a week	21s. 6d.
Falmouth to Dublin .	22	„	2 a week	17s. 6d.
Silloth to Dublin .	12	Wm. Sloan and Co., Glasgow	2 a week	10s.

2. TO SOUTH AND SOUTH-WEST IRELAND

Bristol to Cork . . .	20	City of Cork Steam Packet	1 a week	17s. 6d.
Fishguard to Cork . .	..	„ „	3 a week	15s.
Plymouth to Cork . .	..	„ „	1 a week	22s. 6d.
Liverpool to Cork . .	19	„ „	3 a week	20s.
London to Cork . . .	..	„ „	1 a week	22s. 6d.
Southampton to Cork	..	„ „	1 a week	22s. 6d.
Fishguard to Rosslare .	2 $\frac{3}{4}$	Great Western Railway .	2 daily	10s.
London to Waterford .	..	Clyde Shipping Co.	1 a week	20s.
Bristol to Waterford .	14	Waterford Steamship Co.	1 a week	15s.
Glasgow to Sligo . . .	..	Laird Line	2 a week	13s. 6d.
Glasgow to Waterford .	28	Clyde Shipping Co. . .	2 a week	17s. 6d.
„ to Cork	30	„ „	2 a week	17s. 6d.
Liverpool to Westport.	..	Laird Line „ . . .	1 a week	12s. 6d.
Glasgow { to Ballina	..	„ {	Alternate Saturdays	13s. 6d.
„ { and Westport	..	„ {		

3. TO NORTH IRELAND

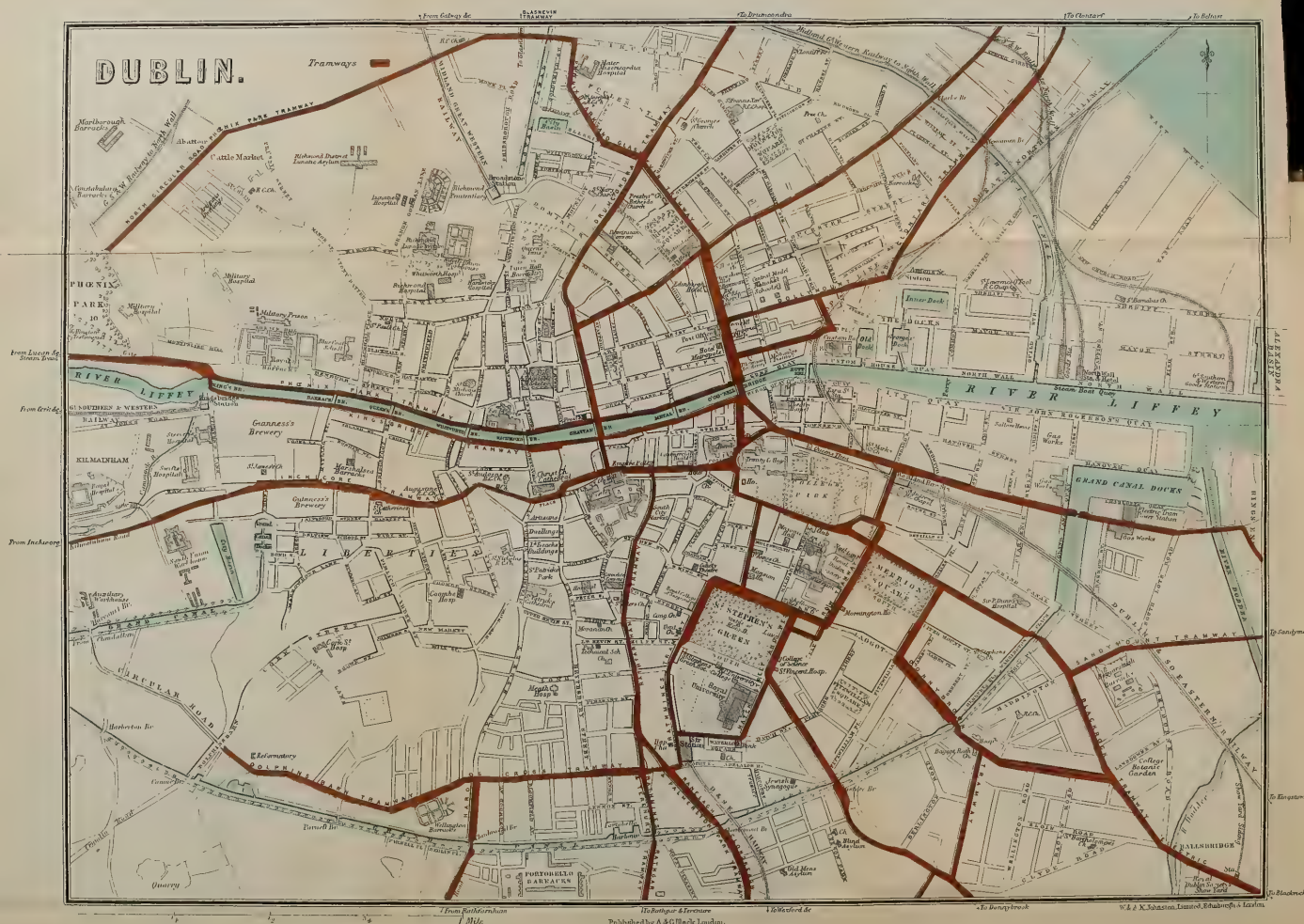
Route.	Hours of Passage.	Steamer Company.	Sailings.	Single Saloon Fare.
Liverpool to Belfast .	5½	Belfast Steam Ship Co., Ltd.	Daily	12s. 6d.
Barrow to Belfast .	8½	James Little and Co., Barrow-on-Furness	3 a week	12s. 6d.
Fleetwood to Belfast .	5½	L. & Y. and L. & N.W. Joint Railways	Daily	7s. 6d.
Glasgow to Belfast .	8½	Burns' (Royal Mail)	2 daily	13s.
Cardiff to Belfast .	..	Wm. Sloan and Co.	2 a week	17s. 6d.
Swansea to Belfast .	..	..	2 a week	17s. 6d.
Heysham to Belfast .	6½	Midland Railway	Daily	12s. 6d.
Ardrossan to Belfast .	5	Burns' (Royal Mail)	Daily	10s. 6d.
London to Belfast .	..	Clyde Shipping	2 a week	30s.
Bristol to Belfast .	..	W. Sloan & Co., Glasgow	2 a week	17s. 6d.
Glasgow to Londonderry .	12	Burns' (Royal Mail)	2 a week	13s. 6d.
..	12	Laird Line	4 a week	13s.
Heysham to Londonderry	..	..	2 a week	12s. 6d.
Liverpool to Londonderry	17	Belfast Steam Ship Co., Ltd.	2 a week	12s. 6d.
Liverpool to Drogheda .	..	L. & Y. Railway	3 a week	10s.
.. { to Dundalk . } 10		Dundalk and Newry S.P. Co.	Dundalk every 2nd day; Newry 2 a week	10s. (excursion fare available for 3 months) 8s.
Holyhead to Greenore .	4	London & North-Western Railway	Daily	..
Stranraer to Larne .	2	Larne and Stranraer S.S. Co.	Daily	Carlisle, 18s. Glasg'w, 17s. 6d.
Glasgow to Coleraine .	..	Laird Line	1 a week	11s.
.. Sligo .	..	..	2 a week	13s. 6d.

4. ROUND THE COAST

The steamers of the *Clyde Shipping Co.* (Leadenhall Street, E.C.) make, during the season, a series of coasting trips along the Northern and Western Coasts of Ireland.

DUBLIN.

Tramways —



CITY OF DUBLIN

HOTELS—Shelbourne, Stephen's Green. Gresham, Sackville Street. Metropole, Sackville Street. Maple's, Kildare Street. Power's, Kildare Street. Hibernian, Dawson Street. Hammam, Sackville Street. North-Western, North Wall Railway Station. Dolphin, Essex Street. Granville, Sackville Street. Central (Family and Commercial), George's Street. Jury's (Family and Commercial), College Green. Standard Temperance, 82 Harcourt Street. Imperial (Commercial), Sackville Street. Russell's Temperance, 102 Stephen's Green. Edinburgh (Temperance), Sackville Street. Grosvenor, opposite Westland Row Station. Wicklow, 6 Wicklow Street. Clarence, Wellington Quay. Moran's Temperance, Lower Gardiner Street.

DUBLIN, the chief town of Ireland, is situated on the banks of the river Liffey, which divides it into two parts, the southern being now considerably the larger. After leaving the town the river expands into a noble bay, which is guarded on one side by the Hill of Howth, and on the other by Killiney Hill, near Kingstown. The finest streets are—Sackville Street, Westmoreland Street, and Dame Street, in the neighbourhood of which are nearly all the most important public buildings. Dublin possesses no manufactures of importance except those of whisky and porter, but there is a considerable export trade in cattle and agricultural produce.

HISTORY.—The origin of the city of Dublin is shrouded in mystery, and in its early history it is difficult to separate facts from legends. In the 9th century it became the capital of the Danish settlements in Leinster, and was defended by a strong fortress or rath. In 1014 the city was captured by Brian Boromhe, King of Munster. The Danes, however, were not finally crushed till the Anglo-Normans in 1171 defeated Hasculf's fleet and put that prince to death. It passed to Henry II. who, shortly after landing at Waterford, held a court at Dublin, in a pavilion of wicker-work made "after the country manner," where he entertained the Irish chiefs with great pomp. By Henry a charter was granted to the citizens of Bristol to hold the city of Dublin "of him and his heirs for ever, with all the liberties and customs which his subjects of Bristol then enjoyed at Bristol and through

all England." In 1207 the city received a second charter from King John. Two years afterwards, while the citizens were celebrating Easter, they were set upon by the native Irish at Cullen's Wood and 1500 of them slain. The spot is still known as the bloody meadow, and Easter Monday as "Black Monday." Dublin was again repopled by citizens from Bristol, and shortly afterwards orders were given for the erection of a castle on the eastern brow of the hill, which was completed in 1220. During the invasion of Ireland by Edward Bruce some of the churches were torn down to supply stones for the city walls, and some of the suburbs burnt to prevent them falling into his hands. In 1394 the city was entered by Richard II. with 30,000 bowmen and 4000 cavalry. In 1646 it endured a siege by the Irish. After the battle of the Boyne William went in procession to St. Patrick's Cathedral, Dublin, to return thanks for his victory.

The city is represented in the Imperial Parliament by four members. The Lord-Lieutenant usually lives in the Viceregal Lodge, Phoenix Park.

The **Bank of Ireland** (open 10 to 3), formerly the House of Parliament in College Green, adjoins the site of "Hoggen Green," the earlier site of the ancient "Hogges" village. After the Restoration the building was purchased by Government for the House of Parliament. In 1729 a new building was commenced, and mostly finished by 1739. The portion occupied by the House of Commons having been burned down was reconstructed in 1792, after a more elaborate design. After the Union the building was purchased in 1802 by the Bank of Ireland for the sum of £40,000 and an annual rent of £240. The principal or southern front, facing College Green, consists of a beautiful Ionic colonnade, having in the tympanum of the portico the Royal Arms, surmounted by emblematic figures of Hibernia, Commerce, and Fidelity. The western front, a portico of four Ionic columns, is connected with the principal front by a colonnade of the same order. The eastern front, facing Westmoreland Street, previously formed the entrance to the House of Lords, and consists of a colonnade of the Corinthian order, entirely out of harmony with the other portions of the building. The figures in the portico are those of Fortitude, Liberty, and Justice. The fine hall of the Commons was taken down by the Bank directors, and on its site was erected a quadrangular building now used as the cash-office. The House of Lords, to which visitors are admitted, remains unaltered, save that

the site of the throne is now occupied by a statue of King George III.

Trinity College is situated south-east of and immediately opposite the Bank of Ireland, facing College Green. In 1320 Archbishop Alexander de Beeknor obtained the consent of Pope John XXII. to establish a university in connection with St. Patrick's Cathedral Church; but it was suppressed, along with the religious corporations, by Henry VIII. By Mary it was again revived, but it ceased to exist on the accession of Elizabeth. The Dublin Corporation having at length given a grant for the purpose, a charter was obtained from Queen Elizabeth, and the "College of the Holy and Indivisible Trinity near Dublin" was established in 1593 on the site of an ancient nunnery, the gift of the Corporation. It was specially befriended by James I. and Charles II., who endowed it with large grants of confiscated lands in various parts of Ireland. It has also received large bequests from private individuals, the principal being that of Erasmus Smith, which provides an endowment for as many as five professorships. By Act of 1792 R. Catholics were permitted to take degrees, although they continued to be excluded from a share of its emoluments and endowments, until, by the Act of 1873, all religious restrictions, tests, and disabilities were removed. From James I. it received the privilege of returning two members to the Irish Parliament. By the Act of Union the number of representatives was reduced to one, but by the Irish Reform Act (2 and 3 William IV.) the original number was restored, and is still kept.

The Castle is situated at the west end of Dame Street, in grounds 10 acres in extent, and is built chiefly of brick; externally its appearance is far from imposing. Completed in 1220 for the defence of the town, it was, at the beginning of Elizabeth's reign fitted up as the official residence of the Lord Lieutenant, and is used for State ceremonials. The buildings are grouped round two courts, an upper and a lower. The upper court, which measures 280 feet by 130 feet, contains the viceregal apartments St. Patrick's Hall, used for the Investment of the Knights of St. Patrick, and several Government offices. The entrance into the court is by a massive gateway on the north side. The viceregal apartments are shown by inquiry at the housekeeper's

room in the southern corner of the court. The approach is under a Doric colonnade on the south side, and thence by a grand staircase to the state apartments, containing the presence chamber and a ball-room.

Christ Church Cathedral (*open to visitors on week-days 12 noon to 3.30 P.M. Nave free, other parts 6d.*) is situated about 100 yards west of the Castle. According to the "Black Book of Christ's Church," its vaults were formed by the Danes before the visit (432) of St. Patrick to Ireland; but as the viking-raids did not reach Ireland until the close of the 8th century, that is clearly impossible. The church seems to have been first erected in 1038, and to have been subsequently enlarged by the Normans under Strongbow, and Lawrence O'Toole, Archbishop of Dublin, who in 1170 changed it from a cathedral into a priory. When Dublin became the capital of the English Pale it was restored. John Comyn rebuilt the church in 1190; and about 1360 John de St. Paul erected the chancel. The church was made the repository for various relics, and among others, the shrine of St. Cubie, stolen by the people of Dublin from the Welsh. So high was the sanctity of this church held, that pilgrims to its shrine enjoyed the rights of sanctuary in Dublin during their stay. Many of the relics were publicly destroyed in the 16th century, and with them St. Patrick's staff. The church was restored to its original foundation as a cathedral by Henry VIII. Among the monumental tombs in the interior is that of Strongbow the invader of Ireland. The smaller tomb adjoining it is supposed to be that of Strongbow's son, who was killed by his father. The building was restored by Henry Roe, distiller, at a cost of over £100,000. To the west, and connected with it by an arch over the roadway, is the Synod house of the Irish Protestant Church, erected also by Mr. Roe at a cost of £25,000.

Cathedral of St. Patrick (*open to visitors 11 A.M. to 4 P.M.*).—The venerable St. Patrick erected a place of worship near the well in which he baptized his converts. This was on the site of the present cathedral, about a quarter of a mile south of Christ Church. That the original pile existed for a period of years is attested by the fact that in 890, being four centuries and a half later, Gregory of Scotland, with his followers,

attended worship in it. The present cathedral was built in the 13th century, and after the accidental destruction of a portion of the pile by fire in 1360 a new west end was added to the nave, and tower (later surmounted by an 18th-century spire) was built. Cromwell used the cathedral as a law court, and James II. used it as stables. The edifice is cruciform, consisting of nave, transepts, choir, and lady chapel. In the N. choir aisle is a tablet to the memory of the Duke of Schomberg, who fell at the battle of the Boyne, with an inscription by Swift, once Dean of the cathedral. The monument at the western door, to the wife of Richard Boyle, the great Earl of Cork, is one claiming attention from its history and singular design. Near the south door there are brasses which mark the grave of Dean Swift and of Stella (Miss Esther Johnson).

The General Post-Office, at the junction of Sackville Street and Henry Street, is built of granite; its front presents an imposing portico supported by six fluted Ionic columns, and surmounted by figures of Hibernia, Mercury, and Fidelity. The present structure was completed in 1815 at a cost of £50,000.

Nelson's Monument (3d. charged for ascending), a tall fluted column, 121 feet high (exclusive of the statue), stands beside the post-office. It was erected in 1808 at a cost of £6856. The statue, 13 feet in height, is the work of Thomas Kirk, a native of Dublin. From the railed summit of the monument, the visitor can, in very clear weather, obtain an extensive and delightful prospect of the city and surrounding country.

The Custom-house stands on the north side of the river below O'Connell Bridge, and presents four fronts, the principal being that facing the river. This front is 375 feet in length, and is built of Portland stone, the others being of granite. In the centre is a tetrastyle portico supporting a neat pediment, in the tympanum of which is a fine allegorical composition, representing Britannia and Hibernia in a marine shell, a group of merchantmen approaching, and Neptune driving away famine and despair. An attic storey rises behind the pediment, and on this are placed, right above the Doric columns of the portico, colossal statues of Navigation, Wealth, Commerce, and Industry. The wings are connected with the centre by arcades, and are surmounted by the arms of Ireland. We pass round the west

side of the building to the north face, which has also a portico of four columns of the Doric order ; they are, however, elevated on a flight of steps, which adds not a little to their beauty. The entablature is here decorated with well-designed figures representative of Europe, Asia, America, and Africa. A dome, supported by Ionic columns, rises above the building to the height of 125 feet, and bears on its summit a figure of Hope 16 feet high. The building is not entirely devoted to excise and customs business, but contains other Government offices, viz. Board of Public Works and the Local Government Board offices. The structure, which occupied ten years in building, was completed in 1791 at a cost of £400,000.

The Four Courts, so termed from the Courts of Queen's Bench, Chancery, Exchequer, and Common Pleas, being situated within one building, is a magnificent pile on King's Inn Quay. The present structure was commenced on the site of a 13th-century convent in 1776, by Mr. Cooley, architect, who, previous to his death, gave over the task to James Gandon, by whom it was finished. The cost was estimated at £200,000. The façade facing the river is 440 feet in length. A handsome Corinthian portico of six columns occupies the centre, and over it rises a finely proportioned pediment, bearing on its upper angle a colossal statue of Moses ; the other angles bear statues of Mercy and Justice ; and on the corners are statues emblematical of Wisdom and Authority. Behind this pediment rises the lofty dome, surrounded with columns, with windows between them. The great hall is circular, and 64 feet in diameter, and contains several statues, notably those of Sheil by Farrell, and of Chief-Justice Whiteside by Woolner. The new buildings at the back of the four courts include the Land Courts.

The Phoenix Park, at the western extremity of the city, on the north side of the Liffey, is 1760 acres in extent and 7 miles in circumference. It is well planted with timber, and the proximity of the Dublin and Wicklow mountains adds charm and picturesqueness to its situation. The portion of the park adjoining the city belonged in ancient times to the Knights Templars, and on their suppression, in the beginning of the fourteenth century, the possession passed to the Knights of St.

John of Jerusalem, at Kilmainham. On the suppression of the monasteries by Henry VIII. the Kilmainham estate, which then extended also to the north side of the Liffey, was confiscated. At the Restoration, additional portions of land were purchased by the Duke of Ormonde, Lord Lieutenant, and the park received its present name, the Phoenix Park, either from his Majesty's house at Kilmainham, called the Phoenix, which from 1620 was the residence of the Lord Lieutenant, or from the Irish *fionweiske*, meaning clear water, in reference to the adjoining chalybeate spring. In 1745 Lord Lieutenant Chesterfield greatly beautified and improved the park, and in memorial of his work he erected the handsome column of Portland stone, surmounted with the figure of a phoenix, and showing on the pedestal the Stanhope crest and arms, and inscriptions recording the erection. In 1782 the ranger's lodge was purchased by the Government for the Viceregal Lodge, and the lodge of one of the bailiffs for the Chief Secretary's Lodge. The lodge of the other bailiff was purchased at a later period for the Under-Secretary's Lodge. It was to the last two lodges that Lord Frederick Cavendish and Mr. Burke were walking on the evening of 6th May 1882, when they were assassinated, within view of their own gates, by the gang of Invincibles. The first object which attracts our notice on entering the Park is the obelisk to our left—

THE WELLINGTON TESTIMONIAL, erected in 1817 by his fellow-townsmen of Dublin, to testify their great esteem for him as a military commander. The cost of it was £20,000. The form is a quadrangular truncated obelisk, 200 feet high, and the substance is Wicklow granite. Sunken panels are on each side of the pedestal, containing reliefs in metal representing scenes of his battles, and—that on the south side—the hero himself crowned with laurel.

THE CARLISLE MEMORIAL STATUE, which is placed in the "Park Gardens," is by Foley. It commemorates the eight years' Lord Lieutenancy of Lord Carlisle. An equestrian statue of VISCOUNT GOUGH, by Foley, completed by Brock, was erected, 21st February 1880, at the intersection of the roads leading to the Wellington Memorial and the Zoological Gardens, between that monument and the Carlisle statue, a quarter of a mile from the main entrance. Tram-cars run from the post-

office to the north and south gates. To the right, near the entrance of the Park, will be seen the

MILITARY HOSPITAL, with a fine granite front ornamented with a clock tower and cupola. A little farther on, on the same side, is the

CONSTABULARY BARRACK, where the corps are trained in the use of arms and other military exercises, subsequent to enlistment. Within the Park is

THE ZOOLOGICAL GARDEN (admission one shilling; Saturday and Wednesday sixpence; Sunday twopence, children half-price).

Dublin to Howth

By rail from Amiens Street. Trains frequent. Distance, 9 miles (ret. fare, 1st 1s. 8d., 2nd 1s. 4d., 3rd 1s.), or by electric tramcar from Nelson's Pillar, Sackville Street, fare 5d. each way.

Perhaps no better way of spending a day can be proposed than in an excursion to the peninsular Hill of Howth. It is the first object that attracts attention in approaching Dublin from the sea. *En route* may be seen

Marino, formerly the residence of Lord Charlemont, now rented for a limited period by a R. Cath. community. The roof affords a magnificent view of the city of Dublin and the Bay. The muddy bay which runs right up to the railway is destined to become in time a public park. Work is already going on. The plain of

Clontarf, famous as the scene of Brian Boromhe's last victory over the Danes, on Good Friday 1014.

Clontarf Castle, the seat of the Vernons, a structure in the Norman castellated style. The site of the building was formerly that of an ancient preceptory of the Knights Templars, dependent on that situated in Kilmainham.

Howth (*Hotels*: Claremont; St. Lawrence; Royal) has, during recent years, come rapidly into public favour as a health and pleasure resort. The sea and landscapes in and around the hill are most picturesque and charming. The electric tram service (G.N.R.) to the top of the hill affords a ready means of viewing the scenery from its summit; Dublin Bay, Kingstown, the Wicklow mountains and Bray Head being in full view. There

is a bath-house to the west of the harbour, where hot, cold, and shower sea-baths may be obtained. The ladies' bathing place adjoins it. The gentlemen's is farther east. The town contains a Roman Catholic chapel, a dispensary, a national school, a constabulary station, a Protestant Episcopal church, and a new Presbyterian church. A harbour was commenced here in 1807 by the engineer Rennie. The pier to the left runs out for a distance of 2280 feet; that on the right is 2700 feet in length, but is so constructed as to form two sides of the boundary, leaving in front an entrance 320 feet wide. Howth is an important herring-fishing station. It was here that George IV. landed, in August 1821, on his brief visit to Ireland. The charming rocky island, seemingly a stonethrow from the piers, but about a mile distant, is that long known as Ireland's Eye, to which a boat may be procured in fine weather for a few shillings.

THE CASTLE, the entrance to which is about 200 yards west from the railway station, is the family seat of the St. Lawrences, who have held it since the 12th century. It was in a great measure rebuilt by the twentieth lord of Howth, in the 16th century, and consists of an embattled range flanked by towers. The interior is rich in historical associations.

The pleasure-grounds are extensive and well laid out. They are open to the public on Saturday from 2 to 7 P.M.

THE ABBEY, dedicated to St. Mary, overlooks the harbour. It was originally founded by St. Nesson on Ireland's Eye nearly thirteen centuries ago. In it was compiled the famous "Book of Howth." It was made a prebend of Dublin Cathedral about the close of the 12th century, and was transferred to its present site in the 13th century. Over the western door is a ruined belfry, and at the opposite end a beautiful triplet window. In the chancel is an altar-tomb, belonging to Christopher, the twentieth lord, and his lady Elizabeth. Along the northern side of the original church is an additional aisle, with rounded Burgundian windows, supposed to belong to the 16th century.

THE COLLEGE is a name given to a peculiar mass of building situated close to the burial-ground of the Abbey.

A footpath called the "New Path" has been made by the railway company around the whole east face of the peninsula;

this is, however, rough and precipitous, and should only be undertaken by good walkers. It passes by the Bay of Balcadden, a favourite bathing-place, and goes on to Puck's Rocks and the Nose of Howth at the north-east corner. A deep fissure separates the rock from the cliff. Near the summit of the chasm is a rude representation of a human figure.

THE CIRCULAR ROUTE.—Leaving the station we rise steeply, and, looking back at intervals, get a fine view of Ireland's Eye and Lambay Islands, with the village of Howth in the foreground, all the prettier for being partially shrouded with trees. Ben Howth, to the south-west, the highest point of which is 563 feet above the sea-level, is most conveniently ascended from the public road at its base. The steep rocks of Carriamore overhang the beautiful grounds of Howth Castle and St. Fintan's Churchyard, and afford an extensive view of the coast, with a foreground of heather.

There are many little stations before we reach the summit, where there is a tea-room.

Farther on we come in sight of the lighthouse, on the headland to the south-east, known as the Baily of Howth.

There are three golf links within easy reach, Portmarnock, Sutton, and Dollymount.

TO MALAHIDE AND DROGHEDA, THE BOYNE, RUINS OF KELLS, ETC.

By Railway from Amiens Street Station.

Malahide (*Hotel*: The Grand). This picturesque village is prettily situated on the coast, 9 miles north of Dublin. There are three excellent golf links in the vicinity, the other attractions being bathing, boating, and fishing. The Castle¹ is a finely-preserved old baronial residence, founded by Richard Talbot, who received a grant of the lordship of Malahide from Henry II., and from whom the present lord is a lineal descendant. The

¹ Grounds open Wednesdays and Fridays.

grand hall is roofed with richly-carved Irish oak, and among the many objects of interest is the "Oak Chamber," a room exhibiting the most elaborate carving in oak, and lighted with a pointed window of stained glass. The ancient moat is filled up, and transformed into a sloping bank decorated with shrubs. The park is adorned with stately timber, and commands a fine sea-view.

The island of Lambay is a conspicuous object in the prospect, rising boldly from the sea about 3 miles from the shore. The ruins of an ancient fortress which defended it were some years ago transformed into a shooting-box by Lord Talbot.

THE ABBEY, adjoining the castle, is an interesting ruin in the Gothic style of architecture, containing a well-executed window.

Swords, a small but ancient town, lies about 3 miles to the west of Malahide, and is of interest to the antiquary. The Round Tower, 73 feet in height (in its upper part a reconstruction), was connected with a monastery founded in the 6th century by St Columba. The picturesque old castle, to the north-east of the town, was formerly the palace of the Archbishop of Dublin.

Lusk, which shares a station with Rush, has a very ancient parish church and small common belonging to it. At the west end of the church there are the remains of the old building, dating from the 13th century, and adjacent to it a fine example of the round tower. On the floor of the church is the fine monument of Sir Christopher Barnewall of Turvey.

Drogheda (*Hotel*: White Horse), 32 m. from Dublin by rail, is situated on the Boyne about 4 m. from its mouth. The river is spanned by a viaduct of 15 arches, erected at a cost of £120,000. The town was formerly walled in, and considerable portions of its walls, with two of its gates, still remain as ruins. St. Lawrence's Gate, on the northern side of the river, is a very perfect specimen; and the West Gate, also on the northern side, forms a most picturesque ruin. Its harbour has lately been improved, and considerable trade is carried on with Liverpool. There are linen factories, a cotton factory, and flour-mills, saw-mills, breweries, tanneries, and chemical works, as well as a large engineering work.

THE BATTLE OF THE BOYNE.—A walk of $2\frac{1}{2}$ miles from

Drogheda along the south side of the Boyne leads to the obelisk marking the site where, on the 1st July 1690, the troops of William of Orange crossed the river to engage the Irish confederates under James II. William landed at Carrickfergus, and was on his way to Dublin when the town of Drogheda, then in the hands of the Irish, barred his farther progress, and here James gave him battle. On nearing the obelisk a road will be seen through the valley called King William's Glen. Down this valley the English troops marched and crossed the Boyne, attacking the Irish army, which was stationed on the south side of the river. The armies were believed to be nearly equal in strength—*i.e.* about 30,000 each. The loss is estimated at 500 killed of William's troops and 1000 of James's.

EXCURSIONS from DROGHEDA

Monasterboice, a celebrated assemblage of ecclesiastical remains, lies about $4\frac{1}{2}$ miles north of Drogheda by road. Enclosed within a churchyard of modest dimensions, and standing quite solitary in the midst of fields, are the ruins of two chapels, a round tower in good preservation, and three stone crosses, two of which are the finest in Ireland. It is impossible to fix the dates of the chapels with any degree of certainty. One is evidently not much older than the church—12th century; but the other is undoubtedly much more ancient.

Mellifont Abbey, founded in 1142 by O'Carrol, Prince of Orgiel and Archbishop Malachy, for Cistercian monks, is about 3 miles to the west of Monasterboice. Both places may be conveniently visited in one excursion. At the Dissolution it is said to have contained 140 monks. The Abbey and its possessions were given to Sir Gerald Moore, ancestor of the Marquesses of Drogheda. In 1157 a famous synod was held within its walls.

New Grange may be gained by following the north side of the Boyne past the battlefield for about 4 miles. Tumuli exist in various spots in the neighbourhood, and those of New Grange and Dowth will well repay a visit.

Slane, 3 miles farther by road, and about 8 miles from

Drogheda, can also be reached by rail from Drogheda to Beauparc Station, 3 miles from Slane. In the time of Hugh de Lacy, Slane was a place of some note, being a borough in his palatinate of Meath. The hermitage of St. Ere lies south of the town near the river, in the shade of a grove of ancient yew-trees. This, one of the most romantic of ruins, takes its name from the first Bishop of Slane, who was consecrated by St. Patrick, and died in 514. Here St. Patrick is said to have first lighted the Pascal fire. Near the hermitage is Slane Castle, dating from the beginning of the 17th century, and now the seat of the Marquis of Conyngham, standing upon a green bank overlooking the river. In 1821 George IV. spent some days in the castle. A fine spring of water, called the Well of St. Patrick, situated on the lower walk near the hermitage, is resorted to by many zealous R. Catholics for the efficacy of its waters in certain skin diseases. The ruins of the Abbey, consisting of a church and belfry tower, now form a picturesque object in the demesne of Slane Castle.

Duleek, easily reached from Drogheda by rail, $4\frac{1}{2}$ miles, is contiguous to the station which bears its name, 8 miles from Slane. Its church, the first stone church built in Ireland, was erected by St. Patrick in the 5th century, and was frequently plundered by the Danes. The portions of the Priory now standing are of various dates and aspects. The tower is nearly entire. A portion of the defeated army of James II. retreated to Duleek after the battle of the Boyne, and a bridge erected in 1587 is pointed out as the spot where the cannon of James were placed.

Navan, 12 miles farther on by the same line of rail, and 16 miles west of Drogheda, is a place of considerable antiquity. The town was walled round by Hugh de Lacy. It contains no buildings of note—the R. C. Cathedral, Protestant church, and two convents being the chief ones. In the burial-ground are the remains of some ancient tombs, with figures in alto-relievo; and the present barrack occupies the site of the old abbey. In the immediate vicinity of Navan are the ruins of Donaghmore church, and a round tower 70 feet in height and 12 in diameter. The remains at Clady and the underground passages and chambers will repay a visit.

Bective Abbey, $3\frac{1}{2}$ miles south of Navan by the Midland

Great Western line, is a fine old ruin on the Boyne near Bective bridge. It was founded about the middle of the 12th century by Muchard O'Melaghlin, Prince of Meath. The cloisters are in perfect repair, and rank amongst the most handsome architecture in the country.

Trim (*Hotels*: Connel's; Central) may also be reached by road. On Fair Green, adjoining the barracks, a Corinthian pillar surmounted by a statue was erected in 1817 in honour of the Duke of Wellington, who spent much of his early life at Dangan Castle, four miles from Trim. The ancient castle of the De Lacys, called KING JOHN'S CASTLE, and considered the finest specimen of Anglo-Norman military architecture in Ireland, still exists in ruins, and so lately as 1688 it was garrisoned.

The site of an abbey, said to have been founded here by St. Patrick, can still be traced, and on the same spot the picturesque Yellow Tower, which was almost demolished by Cromwell, now stands, upwards of 125 feet in height. Several other abbeys were founded at various times, as the Grey Friary ascribed to King John, the Dominican or Black Friary, founded by Geoffrey de Geneville, Lord of Meath, and in which several Parliaments were held, and where it was enacted (in 1446) that the Irish should cut their beards after the English fashion, and not wear yellow shirts. About 2 miles south of Trim is Laracor, the early residence of Dean Swift and "Stella," adjoining Dangan, the seat of the Wellesley family and the supposed birthplace of the Iron Duke. The remains of Dean Swift's residence are still in evidence. Here resided "Stella," the beautiful Esther Johnston, whose original portrait is in the possession of Mr. G. V. Briscoe, of Ballinter, together with a quantity of Dean Swift's pictures, plate, and furniture. Nearly 1 mile below the town, on the river Boyne, are the fine ruins of the monastery, founded in 1206 by Simon de Rochfort, Bishop of Meath, and the ancient cathedral of St. Peter and St. Paul, one of the earliest and most elegant specimens of the light pointed Gothic style in Ireland.

Tara, an elevated spot about $3\frac{1}{2}$ miles east of Kilmessan Station, from which it can be plainly seen.

The hill rises in a gradual slope to about 300 feet above sea-level, surrounded with undulating, grass-covered mounds. The delineation of the

old hall, "Teach Miodhchuarta," celebrated as the palace of Cormac, is plainly marked out by the long parallel lines of earth with openings in the sides, possibly the doors or entrances. It is about 360 feet long, by 70 feet broad. The King's Chair mound, or Rath-na-Seaudh, is close to the southern end of the hall. The ruins of a very ancient church are enclosed by the present wall round the burial-ground of the more modern church. It was at the Rath-na-Seaudh that St. Patrick picked his shamrock and preached on it as the emblem of the Trinity. There are several strong fortresses round the hill, Rath Caelchon, and Rath Grainue at the north, Rath-na-Riogh or the King's Rath, the largest of all, on the southward and inside the fosse is Dumha-na-Ngiall, a small moat bearing its name from the hostages held there by King Cormac. It was here that the Sia Fail, or "stone of destiny" rested, and authorities such as O'Donovan and Dr. Petrie are of opinion that the same stone remains on the hill still, although supposed to have been deported to Scotland and thence to Westminster Abbey. By the stone is a modern statue of St. Patrick.

Kells (*Hotel: Headfort Arms*) stands on the Blackwater, 9 m. N.W. of Navan, and 26 from Drogheda by rail; it can also be reached from Dublin direct from Broadstone station. It is of interest from its antiquarian remains, and was originally a royal residence. It owes its ecclesiastical importance to the bishopric founded about 807, and united to Meath in the 13th century. The present church is modern, with the exception of the bell-tower rebuilt in 1578. A small building near the cemetery is said to be St. Columba's house or oratory. A castle was erected in the market-place in 1178, "and opposite the castle was a cross of an entire stone, one of the most beautiful remains of this description in the country, ornamented with bas-relief figures and inscriptions in the ancient Irish character."

Not far from the church is a round tower 99 feet high, with a conical summit, and four windows facing the cardinal points. In the reign of Richard I. a priory was erected by Walter de Lacy, Lord of Meath, "for cross-bearers, or crouched friars following the order of St. Augustine." There was also a perpetual chantry of three chaplains in the parish to celebrate daily mass—one in St. Mary's chapel, another in the chapel of the Rood, and a third in that of St. Catherine the Virgin.

Dublin to Kingstown

By Rail from Westland Row Station; two or three trains every hour
from 6 A.M.

On the line to Kingstown we pass the stations of Merrion, Booterstown, Blackrock (a famous bathing spot); places which form pleasant suburban retreats for the Dublin citizens. A drive of 30 min. along the margin of Dublin Bay brings us to

Kingstown (*Hotels*: Victoria ; Royal Marine ; Royal Mail) was a mere fishing village until 1817, when an extensive harbour was commenced from designs of Rennie, which was finally completed in 1859, at a cost £825,000. It was formerly called Dunleary, and received its present name after the embarkation of George IV. in 1821. The refuge harbour is not unlike that at Howth in form, but embraces an area of 250 acres. The depth of water varies from 13 to 27 feet. A revolving light, visible every half-minute for about 9 miles distant, is placed on the eastern pier. The town is well-built, consisting of several fine streets and terraces, commanding picturesque sea-views. An obelisk, raised on a mass of rock-work, surmounted by a sculptured crown, commemorates the visit of George IV.

Dublin to Bray

12 miles by rail from Dublin.

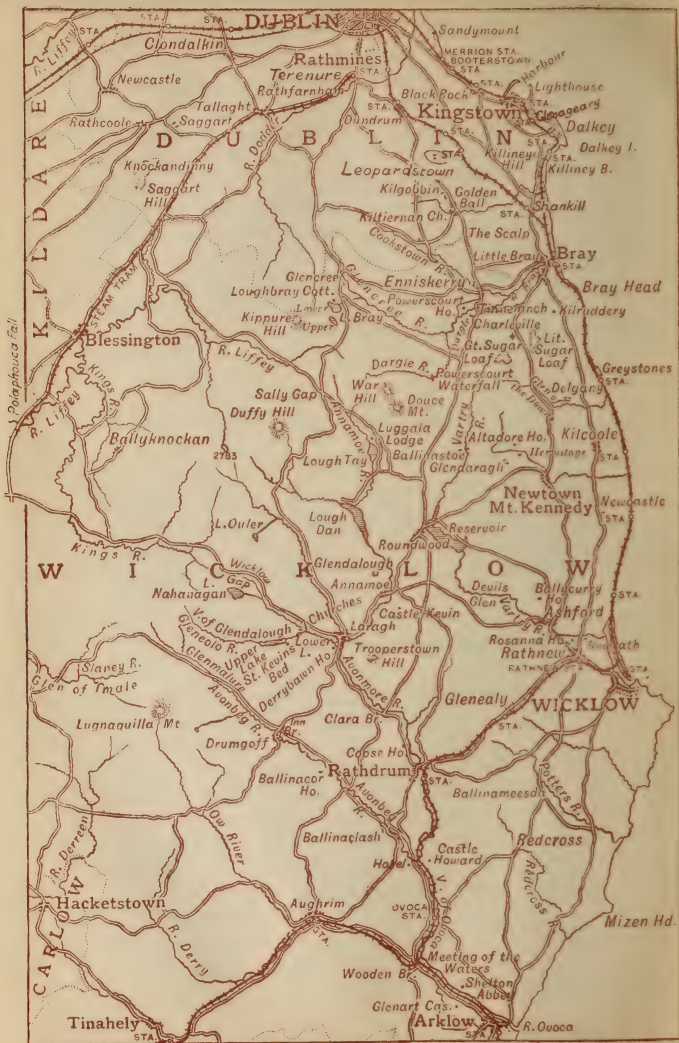
Bray (*Hotels*: Marine, between station and sea-beach ; International, Quinsborough Road ; Royal ; Bray Head ; Esplanade ; Lacy's) is a fashionable watering-place and is rapidly rising into importance as a tourists' station, from its proximity to the Dargle, the Glen of the Downs, and the Devil's Glen, and from the facility with which it can be reached from Dublin, either direct by road—a distance of about 12 or 13 miles—or by railway.

BRAY HEAD, which rises abruptly to the height of 793 feet, is situated some distance from the town. A path leads round it, commanding a most admirable view.

After visiting the Head the walk may be continued over Little Sugar Loaf (1120 feet) to the Glen of Downs road, whence we may either return to Bray or visit the Dargle, or proceed southwards to the Glen of the Downs. In the neighbourhood of Bray is KILRUDDERY, the noble mansion of the Earl of Meath, built in the Elizabethan style, and situated in a beautifully undulating park. The demesne is open every day except Fridays ; cyclists 3d., horses 1s. each. The pleasure grounds are open in summer on Mondays free.

From Bray the railway continues to Wicklow and Wexford.

DUBLIN TO ARKLOW



Bray to the Dargle, Powerscourt, Glen of the Downs, etc.

Dargle. Enniskerry. Powerscourt Demesne. Waterfall. Glencree. Loughs Bray. Sally Gap. Luggala. Lough Tay. Roundwood. Glen of the Downs. In all about 45 miles.

The above excursion, which exhausts all the objects of interest round Bray, may be accomplished in one day by car. Soon after leaving Bray, the Dargle is entered on foot and followed to Enniskerry,¹ 4 miles, and Powerscourt, where the cars should be in waiting. From Powerscourt a good road proceeds to the Waterfall, and through Glencree to the barracks of that name, from which Loughs Bray may be visited, and the military road taken as far as Sally Gap, where, instead of going right on, we take the road to the left, and passing Luggala Lodge and Lough Tay, join the Enniskerry and Roundwood road about $2\frac{1}{2}$ miles from the latter place. This road must then be followed northwards for nearly a mile and a half, when we turn at a right angle to the east, and reach Ballinastoe. From here we must pursue our journey to Hermitage and Glendaragh, situated to the north of Newtown Mount Kennedy, and thence by the Glen of the Downs to Bray. The distance in all will be nearly 45 miles. Those who wish to see the Glen of the Downs without extending the journey may drive direct thither from Bray. The waterfall and demesne of Powerscourt may also have one entire day devoted to them.

The Dargle.—This is the favourite excursion from Bray. Keep along the left bank of river by Little Bray; after crossing a bridge the road forks, take right turn, the Enniskerry road. Almost immediately there is a gate and small lodge. (*N.B.*—Not larger lodge at corner.) There are two possible routes through the Dargle valley, one on each side. (*a*) Horse cars admitted on payment of 1s. or 2s., according to number of horses; motors, cyclists, and pedestrians not at all. (*b*) The two latter may cross the small bridge in the road and turn left, after a very short distance, to Lord Powerscourt's gate (Golden

¹ Cars wait here for Powerscourt. *Hotel*: Powerscourt Arms.

Gate). Here they are admitted at a charge of 2d. each. They can go right through the Dargle Glen and come out near Enniskerry.

(a) The steep car road from Lord Monck's entrance of the Dargle leads in a long $1\frac{1}{4}$ mile to the Main Gate of Powerscourt, just beyond the cross-ways. From here a drop of 500 yards descends to Enniskerry.

(b) Inside, descend the second side-path (left), and see a charming view of the stream; then regain, by the steps, the broad path, and so past the Moss House and Burnt Rock to the precipitous view-point called Lover's Leap.

At Enniskerry (*Hotels*: Powerscourt Arms; Leicester Arms) a long-car, 6d. a head, may be taken back to Bray Station, or the excursion may be continued to

Powerscourt (the PARK is free only to neighbours; cycles 6d. and horses 1s. each, except for ticket-holders. Tickets at office, Enniskerry. GARDENS, week-days 1s.), farther up the glen. Among the apartments, which are very spacious, is the grand saloon, 60 feet by 40, where George IV. was entertained on his visit to Ireland in 1821. The estate has frequently changed hands since first becoming English property. De la Poer, a knight in Strongbow's company, was the first English possessor, and by him the castle was built. In the reign of Henry VIII. the castle was taken, by the O'Byrnes and the O'Tooles of Wicklow; and, being retaken by the English, was conferred upon the Talbots. Another Irish clan, the Kavanaghs, obtained possession of it in 1556. In 1608 the property was given by James I. to Sir R. Wingfield, who was created Viscount Powerscourt in 1618, since which time the peerage has twice become extinct, and was revived for the second time in 1743 in favour of the present peer's ancestor.

The Waterfall, in the deer-park (4 miles along the river; $3\frac{1}{2}$ miles from Tinnehinch Bridge; cycling uneven), descends from rock to rock through a total fall of about 370 feet, and when the volume of water is large is a very impressive sight. In the immediate vicinity of the cascade is a grassy nook much resorted to by picnic-parties. Douce Mountain, 2384 feet, may be ascended from the neighbourhood of the waterfall.

Tinnehinch House, half a mile from Powerscourt on the Dargle, is the property of the descendants of the patriot and

orator Henry Grattan, a gift to him from the Irish Parliament.

The return journey may be varied by taking the road past Charleville, the seat of Viscount Monck, or by following the Rocky Valley road through Kilmacanogue to Bray.

Luggala Lodge, the property of Lord Powerscourt. Moore's beautiful song, beginning with the line

"No, not more welcome the fairy numbers,"

was written to a very old air known as "Luggala." On the eastern side of the valley was formerly a "rocking-stone," dislodged in the year 1800.

Roundwood (*Hotels*: Prince of Wales, and Royal) is a convenient halting-place on account of its central situation, and is also a good fishing station for the neighbouring loughs and streams. The reservoir for the supply of the Dublin waterworks is situated near the village. It was constructed in 1863 by enclosing the waters of the Vartry. The Prince of Wales Hotel takes its name from having been patronised by Edward VII. on his first visit to Ireland.

The Glen of the Downs is a ravine about $1\frac{1}{2}$ miles in length, and 150 feet in width. For a considerable distance it runs along the foot of the Downs Mountain, which rises to 1232 feet. The sides of the glen rise somewhat abruptly to a height of about 600 feet, and are clothed with a dense covering of copsewood. From the glen a view is obtained of the greater Sugar Loaf Mountain.

Bray to the Devil's Glen, the Seven Churches, and the Vale of Ovoca

To accomplish the above excursion the tourist must take an early train from Bray and proceed to Rathnew Station. There a car may be had to proceed either direct to the Devil's Glen or to the village of Ashford, which is contiguous to the glen, and where there is a comfortable inn. Near the latter place are the seat and classic grounds of Rosanna, where Mrs. Tighe composed the well-known poem of "Psyche." Supposing we proceed direct from Rathnew to the Devil's Glen, the road ascends gradually, flanked by beautiful hedgegrows on either side,

till the gate of Ballycurry demesne is reached (3 miles). The car may pass the first gate, but at the second the traveller must alight and proceed on foot (except on Mon., Wed., and Fridays) up

The Devil's Glen, about a mile and a half in length, and watered by the river Vartry, which forms a beautiful cascade at its upper extremity. The glen is somewhat like the Dargle in appearance, but more picturesque, of a sombre cast, and on a grander scale—the rocks in some places rising 400 feet above the stream.

The pathway up the glen follows the left bank of the stream. The first halting-place is the Summer House, above which a series of steps leads up to a shelf of the rock, whence a fine view of the glen is obtained. Leaving the Summer House, and proceeding up the glen, the last gate is reached. Here we enter on a meadow, but keeping near the side of the stream, at a short distance the waterfall comes into view. The tourist will observe a space between two boulders known as King O'Toole's window, through which the fall may be seen to full advantage. The grassy roadway climbs up a steep gorse-grown ascent in two or three zig-zags, and from the top a fine prospect bursts on the view, including the fall, and in the distance the Wicklow Mountains, among which Lugnaquilla (3039 feet) is the most prominent. Continuing across a level grassy space the track leads to a small lodge where the car will be in waiting. Resuming the drive the route takes us to the village of Annamoe and

The Ruins of Castle Kevin.—This was from time immemorial the stronghold of the O'Tooles, who, with the O'Byrnes, held the greater part of Wicklow. The castle, which is now in ruins, is supposed to have been built by the O'Tooles some time in the 12th century, and to have remained principally in their hands until the end of the 13th. A little farther on is the village of

Laragh,¹ on the site of an old barrack, beautifully situated at a spot where the vales of Laragh, Glenmacnass, and Glendalough meet. We turn to the right, through the village, passing the beautiful little property of Derrybawn, so called from the mountain under which it is situated.

¹ Saturday to Monday combined railway, coach, and hotel tickets are issued between Dublin and Glendalough, at 21s. 9d. 1st, 18s. 3rd; also cheap day tickets.

The road from Laragh now strikes westwards for a mile and a half, and passing one of the Seven Churches on our left we reach **Glendalough** (*Hotel*: Glendalough). The vale of Glendalough is shut in on the north by Brockagh, Glendassan, and Comaderry (2296 feet), and on the south by Derrybawn, Mullicap (2176 feet), and Lugduff. Its principal attraction is the ruins scattered over it, known as The Seven Churches, one having a remarkably fine round tower of the 10th to 11th century.

The scenery of the vale is impressively wild, and the precipitous sides of the upper lough are full of colour and romance.

The little churches are of absorbing interest to anyone who has the slightest acquaintance with the early history of Ireland. Some of the structures date almost entirely from the 7th century or even earlier.

The ruins are principally situated at the lower end of the **LOWER LAKE**, which is about a quarter of a mile long. It is generally said by guides to be that into which St. Patrick banished the last of the snakes. This distinction, however, is claimed by Croagh Patrick, in Mayo, and by one of the tarns in the Gap of Dunloe, in County Kerry. Half a mile or little less above this is the

UPPER LAKE, a mile in length, and celebrated as the scene of the death of Kathleen, the devoted admirer of St. Kevin. On the south side of the lake rises Lugduff Hill, and on a craggy face of it close to the water-level is situated the celebrated cave, the

Bed of St. Kevin, which can only be reached by means of a boat, though it can be seen from the opposite shore.

Returning again from the valley to Laragh village, we take a sharp wheel to the right, and enter the charming

Vale of Clara, through which flows the Avonmore river, swelled by the waters of Annamoe, Glenmacnass, Glendassan, and Glendalough. Our way for the first mile is by the great military road, which leads from Dublin to Drumgoff Barracks, and thence by Aghavannagh to Baltinglass. On our right we pass under Derrybawn, and on our left Trooperstown Hill. The vale, though it has little that is wild or striking in its character, is very beautiful. About $3\frac{1}{2}$ miles from Laragh we come to Clara Bridge, but do not cross it. About a mile and a half farther is Copse House, situated in a wood, the property

of the Earl of Meath. The road between Laragh and Clara Bridge is continued all the way on the bank of the Avonmore, which flows occasionally at our feet, and now and then is lost to view, owing to the elevation of the road. Approaching Copse House, however, we gradually diverge from it, leaving it a considerable distance at times to our left, until we enter the town of

Rathdrum (*Hotel*: Grand Central at Station). Here there is little to detain us. Public cars run between Rathdrum Station and the Seven Churches, but inquiry should be made beforehand as to the time of starting. From Drumgoff, 7 miles from Rathdrum, Lugnaquilla may be ascended. See p. 25.

From Rathdrum the train follows the course of the river southwards, and enters

The Vale of Ovoca (hotels), which is well planted, but has been somewhat disfigured by the mining works. The mansions of Avondale and Kingstown are passed on the right, and then appear the turrets of

Castle Howard, the seat of Col. Howard Brooke. The river is crossed by the quaintly picturesque Bridge. The castle, which is plain and chaste, gains much in effect from its position on an elevation of 200 feet above the river. The view from the esplanade embraces the surrounding hills and vale of Ovoca. The "Meeting of the Waters" is soon approached, where the Avonbeg unites with the Avonmore, and flows down the vale under the name of the Ovoca, amid projecting rocks, o'erhanging trees, and every adjunct to picturesque effect.

Wooden Bridge (*Wooden Bridge Hotel*). Just before the door of the hotel the second or lower meeting of the waters takes place, the river Aughrim here flowing into the Ovoca. There is a nine-hole golf course here.

Gold is found on Croghan Kinshela, a hill situated about $3\frac{1}{2}$ miles to the south-west of Wooden Bridge. A small brook, which joins the Ovoca at the bridge, flows through the auriferous district. At the end of the 18th century the Government realised about £3700 out of the gold-mines.

From Wooden Bridge the tourist may return by train direct to Bray, or proceed to Arklow and Enniscorthy, and thence to Wexford.

Bray to Wicklow, Wooden Bridge, Lugnaquilla, and Arklow

Leaving Bray by railway, the first station is Greystones, and a couple of miles further is Delgany. The next halting-place is Kilcoole, 3 miles from which is NEWTOWN MT. KENNEDY, the scene of an encounter in 1798 between the rebels and the king's troops under Lords Kingsborough and Rossmore, in which the former met with a signal defeat. The domain of Mount Kennedy, formerly the property of Sir Robert Kennedy, was purchased from him by Lord Rossmore, whilst he was still General Cunningham, who converted it from waste land into a beautiful property. The proprietor permits visitors to pass through the grounds on week-days. In the immediate vicinity are the domains of Glendaragh and Altadore.

Proceeding by rail from Kilcoole, and passing Newcastle Station and the county town of Wicklow, the next station, Rathnew affords communication with Ballinalea, the Devil's Glen, and NEWRATH (*Inn*: The Newrath), situated in the centre of what has been happily termed the Garden of Wicklow. The Inn at Newrath Bridge is, out of Bray, one of the best in the county of Wicklow. About a mile from Newrath is Ashford, where there is also a good inn. The station we have just passed is

Wicklow (*Hotels*: Bridge ; Grand ; Green Tree), where is a new harbour with steam-packet accommodation. In the neighbourhood slate, limestone, iron, and coal are obtained. Remains of a 13th-century Friary are still to be seen.

After leaving Wicklow, the train proceeds to Rathdrum, whence in summer public cars (fare, 1s. 6d. ; return, 2s. 6d.) run to Glendalough and the Seven Churches. Inquiry should, however, be made beforehand as to the time of starting. At Drumgoff, 7 miles from Rathdrum, MOUNT LUGNAQUILLA may be ascended. The assistance of a guide can easily be secured at Drumgoff Hotel. This, the highest hill in the county (3039 feet above the sea level), commands a wide and varied panorama, embracing in clear weather parts of five counties.

¹ These are mail-car fares ; ordinary rates are—1 or 2 passengers, single journey 5s., return 7s. 6d. ; 3 or 4 passengers, single journey 7s. 6d., return 10s.

WOODEN BRIDGE (31 miles from Bray). See p. 24 above.

The river Avonbeg, which, uniting with the Avonmore under Castle Howard, forms the first "meeting of the waters," passes down Glenmalure (a wild and lonely glen of savage grandeur, and perhaps the most romantic of those of Wicklow) and the Vale of Ovoca, and the Aughrim river, from the glen of the same name, uniting with the Ovoca, forms the second meeting at the Wooden Bridge. The right bank is well wooded, and crowned with the ruined church of Ballintemple; the left side is also beautifully wooded. The village of Aughrim is pleasantly situated in the **Glen of Aughrim**, which, properly so called, begins here, and stretches in a north-westerly direction, almost parallel with Glenmalure, until it is terminated by the lofty Lugnaquilla. In the glen General Holt had an engagement with the king's forces in 1798. The entire length of the glen to Lugnaquilla is 13 miles.

Leaving Ovoca station for Arklow, the railway follows the Ovoca. On the one side we have a wooded hill, with steep faces covered with ferns, mosses, and golden saxifrages, over which trickle innumerable streams of limpid water. On the other side we look down into the Ovoca, just at its junction with the wild wandering river from the west, and continue along its margin till we reach the domain of

Shelton Abbey, the seat of the Earl of Wicklow. About a mile and a half from Arklow is the public entrance, by which the tourist may enter.¹ The same conditions are observed at Glenart Castle on the other side of the river, and those who climb upwards through the grounds will be rewarded by seeing an exceptionally fine terraced garden.

Arklow (two small hotels), situated on the sea-coast. Owing to the banks and oyster-beds which lie off the coast here, Arklow is one of the most important fishery stations in Ireland. Sulphur pyrites is found in the neighbourhood, but the export of the metal has latterly declined.

The first object which catches the visitor's attention, as he nears the town from the direction of Wooden Bridge, is a part of the old castle of the Ormondes, now reduced to a complete ruin, containing in its interior a constabulary barracks. The castle was built by the fourth Lord Butler of Ireland, Theobald Fitzwalter. At Arklow a battle was fought in 1798 between

¹ By ticket on application.

the English under General Needham and the rebels. The latter, though greatly outnumbering the royal troops, were defeated.

As we proceed southward, at $2\frac{1}{2}$ miles beyond Arklow the railroad enters the county of Wexford. The line to Gorey passes through 10 miles of uninteresting country, but from thence to Ferns, through Camolin, it is less monotonous.

Ferns, though now sunk into insignificance, was once the capital of the kingdom of Leinster and the archiepiscopal see of the province. It was here that MacMorrough held his court in the time of Henry II. A church is said to have been founded at this place in 598 by St. Mogue otherwise St. Aiden. The present parish church is the centre aisle of the original Anglo-Norman cathedral, but in its walls are the original pillared arches, etc. In the rectory grounds are the ruins of the church built in 1055. The ruins of an abbey, refounded by Dermot MacMorrough, are closely adjacent to the church. The palace of MacMorrough was situated on the top of the hill, on the sides of which the town now stands. Strongbow is supposed to have fortified and otherwise strengthened the position of his father-in-law. The remains of the Norman castle (1176) include an interesting tower, in which is a beautiful chapel and churchyard. The castle was dismantled by the Parliamentary forces, under Sir Charles Coote, in the civil war of 1641. MacMorrough died at Ferns in May 1171, and is interred in the abbey churchyard. The ruins of Clone church, a Celtic erection with stone lintels, is 2 miles on the road to

Enniscorthy (*Hotel: Portsmouth Arms*), a thriving little town boldly situated on the side of a steep hill above the river Slaney, which here becomes navigable for barges of large size. Two fine quays have been erected by the proprietor, the Earl of Portsmouth. The large and handsome Roman Catholic Church was built from the designs of Pugin, and there is also a Protestant Episcopal church in the Early English style. The asylum for insane poor is also a prominent building. Overlooking the town, to the east, is Vinegar Hill, where the insurgents encamped during the rebellion of 1798. The old castle can be very well seen from the railway in passing; it is a massive square pile with a round tower at each corner, owes its origin to

Raymond le Gros, and is one of the earliest military structures of the Anglo-Norman invaders. The railway from Enniscorthy keeps to the right bank of the river, and passes through some highly picturesque country. At Macmine Junction connection is obtained with New Ross and Carlow. After passing the village of Killurin we enter the town of

Wexford (*Hotels*: White's, Imperial), the county town and a corporate borough, picturesquely situated on the south bank of the Slaney river where it enters Wexford Harbour: it is admirably adapted for commerce, except that a bar at its mouth does not permit of the entrance of vessels of more than 200 tons burden. The town was at one time enclosed within walls, the remains of which can still be traced. The most interesting ruin in the place is that of the Abbey of St. Sepulchre, corrupted into "Selsker," near which is the modern parish church. The first treaty between the Irish and English was signed here in 1169. A bronze figure of a pikeman of 1798 was unveiled in the "Bull Ring" in 1905. The sculptor was Oliver Sheppard, R.H.A. A fine Gothic Church, by Pugin, adjoining the college, is worthy of notice.

The barony of Forth, south of Wexford, up to about 70 years ago was inhabited by a race of people very different from the rest of Ireland in habits and appearance. It is believed that the district was colonised by Strongbow with settlers from Wales.

The splendid bay is crossed by a fine wide bridge, a favourite promenade with the inhabitants. There are unequalled facilities for boating. A popular short cycling run is across the bridge, round by FERRYCARRIG and back. The square keep of the castle stands on the summit of a rock. This was the first castle built by the English in Ireland. MacMorrough having proceeded to besiege Dublin, is recorded to have left Fitz-Stephen behind him, who busied himself with the erection of a castle.

Facing it on a height across the river is a monument after the model of an ancient Round Tower, put up in memory of the county officers who fell in the Crimea.

About 3 miles from the town is JOHNSTOWN CASTLE, to the grounds of which visitors are freely admitted.

A short railway 12 miles in length connects Wexford with the harbour at Rosslare, one of the best known landing-places for the crossing from England. *En route* we pass (8 miles) Rosslare itself, a small seaside place. See p. 48.

From Macmine Junction to Waterford

From Macmine Junction we pass through open gorse-clad country to Palace East, where the G. S. & W. line from Carlow forms a junction with ours.

After another small station we come to

New Ross (*Hotels*: Royal, central; Globe) in the west of the county, on the r. Ross, about 29 miles from Wexford by rail. The town dates from the 6th century, and originated in a monastery founded by St. Albanus. It submitted to Cromwell after he had discharged three cannon-shots at one of the gates, called ever afterwards the "Three Bullet Gate." A new bridge was erected in 1869 at a cost of £50,000.

From New Ross it is only $7\frac{1}{4}$ miles by a charming road to Inistioge.

Inistioge (pronounced "Inistaeg." *Hotel*: Cody's, comfortable and popular), a very pretty village with a history reaching back to the 10th century. The bridge was built in 1761, and existing entries show the masons' wages to have been 6d. a day. There is the stone tomb of an earlier prior in the vestibule of the church and some quaint old stone carvings on the inner side of the wall of the R.C. Church close by. Woodstock House grounds are open on Thursdays on payment of 6d., but application must be made three days beforehand.

It is a pleasant continuation of the run for a cyclist to go on to Thomastown ($5\frac{1}{4}$ m.), thence Jerpoint Abbey and Kells (13 m.), and so to Kilkenny.

For Waterford, see p. 47.

Dublin to Cork

This route, which leads through a very pleasant stretch of lowland country, extends in a generally S.W. direction, and forms a most enjoyable and interesting run. At many points good views are obtained of the picturesque mountain ranges, full rivers and luxuriant plains. A number of towns of great antiquarian interest are on the line of railway.

Clondalkin, $4\frac{1}{2}$ miles from Dublin, possesses a fine round tower, the nearest one to the metropolis. The tower is 80 feet in height, and is surmounted by a conical top. It can be ascended from the inside by ladders. It possesses a singular projecting base nearly 13 feet in height, composed in great part of solid masonry. According to Petrie the tower of Roscarbery in the county of Cork possessed a similar base, and both in this respect resembled the ancient round castle of Brunless in Brecknockshire. Above the base the tower

measures 45 feet in circumference. The church of Clondalkin was founded by St. Mochua in the 7th century, and was for some time a bishop's see.

Naas (*Hotels*: Royal; Railway; Commercial), 20 miles from Dublin, is the assize town of Kildare, and was long the royal seat of Leinster. Near the centre of the town is a mound or rath, where from a very early period until the 10th century was the residence of the Kings of Leinster, and the meeting-place of the chiefs. On the arrival of the English, Naas was fortified, and some of the remains of the fortifications are still visible. Norman and later monasteries were built, but they have all disappeared now.

The Hill of Allen, 676 feet, is seen to the right from the railway before reaching Newbridge Station. It stands in the Bog of Allen, originally of very great extent, but now partly reclaimed. Newbridge (*Hotels*: Albert; Crown) is the most convenient station for

The **Curragh** (5000 acres), on which there is one of the finest racecourses in the kingdom, and also an important military camp, the headquarters of the 7th Division. Sir Wm. Temple about 1600 was the means of obtaining a Government grant of £100 to be run for annually on the Curragh racecourse with the view of encouraging the breed of Irish horses. In 1406 the Curragh was the scene of a battle between a few English under the Prior of Connel and 200 Irish, who were defeated. It afforded parade ground for the Volunteers in 1789, and the United Irishmen (to the number of 30,000) in 1804. A large number of mounds and earthworks are still to be seen on it. Anciently it was occupied by a forest.

Kildare (Kildare Hotel), is not the county town. It is, however, of considerable historic interest. The convert Bridget or Bridgid, after assisting St. Conlæth to found a monastery, erected the celebrated Nunnery of St. Bridget, Kildare's holy fane, in which the nuns for 800 years maintained the "inextinguishable fire," until Henry de Londres, Archbishop of Dublin, extinguished it in 1220; it was afterwards rekindled, but finally put out in the reign of Henry VIII. In 638, *Aod Dubh*, or Black Hugh, retired from the throne of Leinster to take up his abode in the Augustinian Monastery,

and afterwards became Abbot and Bishop of Kildare, one of the few instances on record of a crown and sceptre being resigned for a mitre and crosier. The 13th-century cathedral has been restored by Mr. Street; its nave, walls, and south transept deserve notice on account of their unusual form. The Carmelite Abbey is situated on the south side of the town. The original founder was Lord William de Vesci (1260); the completion of it was left to Gerald Fitz-Maurice O'Faley. De Vesci also founded, in 1290, an abbey for white friars. In the churchyard, close by the cathedral, is a fine specimen of a round tower about 105 feet in height. The original conical top has been removed, and the tower is now surmounted with a sort of parapet or battlement.

Monasterevan, is so called from an abbey founded by St. Eimhin, or Evin, in the 5th century. St. Evin's festival is held on the 22nd December. Moore Abbey (Earl of Drogheda) is traditionally haunted by the monks. It is said to be connected by a passage under the river with a building known as The Hulk, on the opposite side. The abbey hall is lined with carved Irish oak.

Portarlinton, is an ancient borough situated on the river Barrow. Lord Arlington, to whom the estate was granted by Charles II., formed the port on the river, from which the town was named Portarlinton. It gives the title of Earl to the Dawson family, the demesne of which is Emo Park. *Hotels*: Brown's; Fenelly's.

Maryborough (*Hotel*: Hibernian, Main St.), so named in honour of Queen Mary, in whose reign the county was formed, is the capital of Queen's County. About 4 miles distant, on the property of Lord Congleton, is the "Rock of Dun-a-maise," which was formerly completely covered with fine oak trees, but is now quite bare. This was the site of the castle of MacMorrough, King of Leinster. It was frequently taken by the Irish, and again recaptured by the English.

Tipperary County, extending from the Shannon to the Suir, which is next entered, ranks second to none in ecclesiastical and military monuments, and is one of the most fertile and productive in the kingdom.

Roscrea (*Hotel*: Portarlinton Arms) is on the branch line to Limerick, the junction for which is at Ballybrophy. Roscrea is a very ancient market-town, and was erected in 620 into a bishopric, which in the 12th century was united

to Killaloe. The gable and porch of the abbey founded by St. Cronan in the 7th century now form the entrance to the present church. The Shrine of St. Cronan stands in the churchyard. Near the church there is a round tower. One of the towers of the castle of St. John still stands, as also the castle erected by the Ormondes in the reign of Henry VIII., and now the depot attached to the barracks. A portion of the Franciscan friary founded in 1490 is now part of the R. Cath. chapel.

Birr, or **Parsonstown**, 12 m. north, is famous for the gigantic reflector telescope built in 1842 by Lord Rosse.

Templemore (*Hotel*: The Queen's Arms) is the next station after Ballybrophy on the main railway line. Adjoining the town is the Priory, the seat of Sir John C. Carden, Bart., one of the most beautiful in the county. The mansion, though modern, is built in a style approaching the character of ancient monasteries. The entrance from the town is through a portion of an ancient castle of the Knights Templar. The grounds, which are well wooded, are open to the public, and adorned by a fine sheet of water. On the southern side of this lake are the ruins of a large square keep, while the northern shore is ornamented by a portion of a monastic church, exhibiting in its western wall a fine Gothic window.

THE DEVIL'S BIT MOUNTAINS, so called from a gap near the summit, are for some miles conspicuous objects from the railway to the north-west of Templemore. The highest point is 1583 feet.

Thurles (*Hotels*: Hayes'; Munster), an ancient town, originally called Durlas O'Fogarty. In the 10th century it was the scene of the defeat of the Irish by the Danes. The original castle is supposed to have formed part of a preceptory of the Knights Templar. A second castle was afterwards built by James Butler, one of whose descendants was created Viscount Thurles. A well-preserved tower of this castle stands at the bridge. The town is the seat of the R. Cath. archdiocese of Cashel. The Cathedral of St. Patrick was erected at a cost of £45,000. There are a large R. Cath. College and an Ursuline convent. In the college was held, 1850, the Synod of Thurles, composed of all the R. Cath. bishops of Ireland.

Holy Cross Abbey, 4 miles from Thurles near the line of

railway, and 9 from Cashel. The abbey was founded in 1182 by King O'Brien, but what remains now is a much later structure built on the old foundations.

Cashel (*Hotel*: Stewart's), 6 miles from Goold's Cross and Cashel station, was once the residence of the kings of Munster, and a synod was held at it by St. Patrick, who is said to have founded the church. For a long time it was the seat of an archbishopric, now united to that of Emly, Waterford, and Lismore. It is still the seat of a bishopric.

THE ROCK OF CASHEL, which is crowned with ancient remains, was in the middle ages the habitation of the chiefs of the *Magh Feimin*, afterwards known as the M'Carthy's, hereditary chiefs of this district. The country round is a rich and extensive plain, out of which the Rock of Cashel, 300 ft. high, rises with great abruptness. It contains on its summit a magnificent assemblage of ruins, which, "though roofless and windowless and greatly shattered, still stand up in almost their original height from their splendid platform." They consist of a cathedral, Cormac's chapel, a palace, an ancient ecclesiastical domestic building called the "Vicar's choral-house," a round tower, and a great stone cross. The most ancient of these are the round tower and the chapel, ascribed to Cormac MacCullinan, at once king and archbishop of Cashel. The CATHEDRAL is a conspicuous object for many miles round. Divine service continued to be performed within it until the time of Archbishop Price, who in 1752 removed the roof from the choir and converted the whole into a ruin. The measurement of the cathedral from east to west is stated to be about 200 feet. The round tower, like most others, has no written history. It stands in close connection with the cathedral, from which there is a communication opened through the solid masonry of the tower, at a height of upwards of 20 feet from the ground. Among the modern buildings are the Episcopal cathedral and the deanery-house, formerly the Episcopal palace. At the Synod of Cashel, held in 1172, Ireland was formally handed over to English rule.

HORE ABBEY, or Grey Friars, is situated about half a mile south of the cathedral, at the foot of the rock. It was originally a Benedictine monastery, but in 1272 David MacCarvill, archbishop of Cashel, banished the black monks

or Benedictines and supplied their places by monks of the Cistercian order, for whom he founded Hore Abbey, and endowed it with the forfeited lands of the Benedictines.

Fethard, 10 miles from Cashel and 8 from Clonmel, on the line connecting Thurles with Clonmel, still preserves some of its walls and fortifications, erected in the time of King John. One of the entrances to the town is through a castellated archway. The abbey, founded early in the 14th century, has been restored and is used as a chapel. Fethard is a very ancient town, and before the Union returned two members to Parliament.

At Limerick Junction the south-western line to Cork is intersected by the Limerick and Waterford line (see p. 46). Those who wish to do so may take a circuitous course to Cork by Waterford, the Blackwater, and Youghal, but the Blackwater may be more conveniently visited from Mallow Junction, or after proceeding to Cork. Shortly after passing Limerick Junction we obtain good views of the Galtee mountains in the distance.

Kilmallock, which derives its name from an abbey founded by St. Mocheallog in the 7th century, was formerly surrounded by a great stone wall, fortified with a mound of earth, and having four imposing gateways and towers. Though now practically in ruins, the town, even in the time of the Roundheads, was one of uncommon beauty. The older houses are still surrounded with battlements.

At Charleville (*Hotel : Imperial*), where is another junction for Limerick, we enter COUNTY CORK, the largest of the shires of Ireland. The western surface of the county is mountainous, that on the north and east rich and fertile. In the south-east the Silurian strata crop up, though Old Red Sandstone and Mountain Limestone prevail elsewhere. Copper and coal are found among its minerals. The chief crops are wheat, oats, potatoes, etc. The climate is remarkably mild, but also humid, especially in autumn and winter. The county is well watered, small lakes are numerous, the rivers Lee and Bandon hold their whole course through it, and the Blackwater affords along the greater part of its length facilities for inland navigation by barges as far as Cappoquin in Waterford. Cork is supposed to have been peopled by an immigration of Iberians.

from Spain, and previous to 1172 it formed the kingdom of the M'Carthy's. The Milesian features are more pronounced in the county than in any other part of Ireland.

The next place of note that we reach after passing into County Cork is

Buttevant, called in ecclesiastical books Bothion, afterwards, according to Spenser, Killnemulla, from the Awbeg, anciently called the Mulla. On a rock above the Awbeg is Buttevant Castle. The Franciscan Abbey of Buttevant was founded in the reign of Edward I. by David de Barry. Judging from the present ruins, it must have been a house of great splendour. The steeple was a high square tower erected on a Gothic arch. In the crypt of the Franciscan Abbey is an immense heap of human bones, the remains of the two contending forces who fought at the battle of Knocknacross in 1647. The bones lay whitening on the battlefield for over 200 years, until collected and deposited in the crypt by the late Rev. Canon Beckley, P.P. of Buttevant.

Mallow (*Hotels*: The Royal, adjoining station) is beautifully situated on the Blackwater, crossed here by a fine viaduct of ten arches. Passengers for the direct route to Killarney, by the Great Southern and Western Railway, change at Mallow, which is also a junction for Fermoy, Lismore, Dungarvan, and Waterford. The town possesses a tepid mineral spring. In the neighbourhood is Mallow Castle, the seat of Sir Denham Norreys. On the site of the town formerly stood Short Castle, and on the south another built by the Desmonds, but destroyed during the rebellion of 1641.

CORK

HOTELS—Imperial, Pembroke Street; Victoria, St. Patrick St.; Moore's, Morrison's Quay; Great Southern; Turner's, 65 George Street. Metropole (Temperance), King Street; Windsor, King Street.

RAILWAY STATIONS.—Great Southern and Western for Dublin and Killarney, Waterford, Lismore, Limerick, Sligo, and the north; Great Southern and Western for Queenstown and Youghal, Blackrock and Passage (Queenstown by steamer), Albert Street Station; Cork, Bandon, and South Coast for Killarney (Prince of Wales route), Albert Quay Station; Cork and Macroom for Killarney, Capweil Station; Cork and Muskerry, Blarney and Coachford, Western Road Station. Electric trams from Father Mathew's statue to Blackrock, Sunday's Well, Summerhill, and Tivoli. Fare, 1d.

Cork may be reached by railway from Dublin direct by the Great Southern and Western Railway (165½ miles).

The city is finely situated on the river Lee, which widens out into a beautiful bay, containing the Great Island, on which there stands the town of Cove, now Queenstown. Cork owes its existence to St. Finn Barr, who about 630 established his cell in the district now known as Gill Abbey, near where Queen's College now stands. For some centuries disciples in great numbers flocked to receive instruction at the institution which he founded. In the 9th century Cork was frequently plundered by the Danes, who in 1020 founded, for the purposes of trade, the nucleus of the present city on an island formed by the Lee. At the time of the English invasion it was the capital of Desmond Macarthy, King of Munster, who, on the arrival of Henry II. in 1172, resigned to him the city and did him homage. The English settlers were, however, held in great detestation by the native Irish, and the city more than once passed into their hands. For receiving Perkin Warbeck, the imposter, with royal honours in 1493, the Mayor of Cork was hanged and the city lost its charter. The charter was restored in 1609. Cork cannot vie with Dublin in its public buildings, but it possesses several streets of some pretensions, the principal being

ST. PATRICK STREET, where there is a handsome statue of Father Mathew, the Apostle of Temperance. In the **GRAND PARADE** is a large monument put up by the Cork Young Ireland Society. **THE SOUTH MALL** runs at right angles with the Parade. Though not the widest, it is the most respectable street in Cork, being occupied by professional men and the

chief merchants. The Bank of Ireland, the Stamp Office, and the County Club House, the offices of the Provincial, the National, the Munster, and the Hibernian Banks, are situated in this street; as also the Commercial Buildings, the Assembly Rooms, the Protestant Hall, and the Cork Library. GREAT GEORGE'S STREET is the newest and most regular street in Cork; it is continued as the Western Road. Parallel with this latter is the MARDYKE, once the promenade of the fashionables of Cork, though now consigned to the tradespeople and shopkeepers.

THE CATHEDRAL OF ST. FINN BARR, to the west of the city, on the south side of the southern stream, occupies the site of the ancient building founded by St. Finn Barr, in the 7th century. During the siege of the city in 1690 the steeple of this building was battered and defaced by cannon. The old structure was taken down in 1725, and was succeeded by a new and rather mean erection in 1735. In 1865 the foundation-stone of a new building was laid, a large and elaborate structure in the Transition Norman style, designed by Wm. Burgess, A.R.A., and completed in 1880 at a cost of over £100,000. The internal carvings are very elaborate.

SHANDON CHURCH (St. Ann's) a plain, rather grotesque-looking edifice, was begun in 1722, and, according to Croker, its steeple was constructed of hewn stone from the Franciscan Abbey, where James II. heard mass, and from the ruins of Lord Barry's castle, which had been the official residence of the lords-president of Munster, and from whence this quarter of the city takes its name—Shandon (Seandun) signifying the old fort or castle. Its ring of bells has been celebrated by Rev. Francis Mahony (Father Prout), who is buried in the family vault at the foot of the steeple.

THE ROM. CATH. CATHEDRAL OF ST. MARY, erected in 1808, a fine structure in the florid Gothic style, with an imposing tower, occupies a conspicuous position to the north-west of the city.

ST. PATRICK'S ROM. CATH. CHURCH is a neat building in the Grecian order of architecture. A portico stands in front supported by eight lofty columns: a cupola rests on the roof, borne upon eight Corinthian columns, each surmounted by a figure representing one of the Apostles. A cross rises over the whole.

Queen's College, opened in 1849, occupies a picturesque site on a rock rising fully 40 feet above the level of the southern branch of the stream. **Gill Abbey**, founded in the 7th century by **Gill Ada**, Bishop of Cork, stood near the same site. The college buildings consist of three sides of a quadrangle, in the Tudor Gothic style of architecture, the material being Mountain Limestone. The examination hall is a fine apartment. There is a library with about 25,000 volumes, a good museum, and a well-furnished laboratory. The tower commands a fine view of the city and the Lee, while the eastern side of the quadrangle is occupied by official residences. The Botanical Gardens contain an observatory and a spacious plant house.

THE CRAWFORD MUNICIPAL TECHNICAL INSTITUTE, in Emmet Place, now takes the place of the old Cork Institution, founded in 1803.

THE MUSEUM is open on Tuesdays and Thursdays from 12 to 4.

THE CARNEGIE FREE LIBRARY is open from 10 to 10, and the newsroom an hour earlier; it is situated not far from Parnell Bridge.

THE AGRICULTURAL MODEL SCHOOL, situated on the new Ballincollig road, about a mile to the west of Queen's College, is a limestone building of the Elizabethan character, and has attached improved offices and a farm of about 180 acres.

THE COURT-HOUSE in St. George Street, a Grecian building with Corinthian portico, erected in 1835 at a cost of £22,000, was burned March 1891. It has been rebuilt.

ST. JOSEPH'S CEMETERY, about a mile distant from town, was formerly the Botanic Garden, and was converted into a cemetery by Father Mathew in 1830, after the style of the famous *Père la Chaise*, near Paris.

Cork possesses the largest butter market in the United Kingdom. The export of pork and live stock is very extensive. The distilleries are on a large scale, and the other industries include woollen and linen manufactures, paper-making, tanning, and copper and tin manufactures. The city returns two members to Parliament.

Queenstown and the Harbour of Cork

Queenstown may be reached (1) by G. S. and W. Railway from Cork, time about $\frac{1}{2}$ hr.; (2) by train to Monkstown; thence by steamer to Queenstown; (3) by steamer all the way to Queenstown.

The sail from Merchant's Quay to Queenstown is to be preferred if the weather is fine and time not pressing. It affords the tourist the most complete view of the river below Cork. If the rail to Monkstown be taken, the steamer from thence proceeds through the wider portion of the harbour to Queenstown.

Special bathing tickets are issued to Queenstown from Glanmire Station from June to September.

Blackrock Castle stands out conspicuously on the promontory of Rigmahon. Though presenting the appearance of an old fortress, it is a comparatively modern turreted structure, erected to supply a light for navigation. Blackrock is supposed to be the place from which William Penn embarked for America. The steamer, shortly after leaving this station, enters a wider portion of the river, known as Lough Mahon. Foaty Island is passed on the left.

Passage, about 6 miles from Cork, possesses docks and large warehouses.

Monkstown (*Hotels*: Imperial and Victoria), still farther down the river, is the station of the C. B. and P. Railway, where passengers leave the train for the Queenstown steamer, and beyond it the river widens out into a lake. The castle, now a ruin, was built in 1636. The story of its erection is curious. During the absence of her husband in Spain, Anastatia Goold took it into her head to build a family mansion, and being not over well provided with means, hit upon the expedient of supplying the workmen with food and other necessities *at her own price*, while she, by purchasing largely, had a good profit on the transaction. It is said that her profits cleared the expense of the erection, with the exception of an odd groat. Above the harbour is the Roman Catholic church, with a turreted spire.

Queenstown (Pop. 9082. *Hotels*: The Queen's; Imperial; Rob Roy), the port of call of the Atlantic mails, on the south side of Great Island, originally Cove, received its present

appellation from the visit of Queen Victoria in 1849. The town which is built on the face of a hill sloping down to the shore, consists chiefly of villas, and, seen from the water, to which it presents its whole extent at one view, has a most charming aspect. It is much frequented by invalids, on account of the mildness and salubrity of the climate. The town contains a new Rom. Cath. cathedral and a Protestant church. Among the islands to the south

Spike Island is the most conspicuous, and the largest. It is occupied by Fort Westmorland, which commands the entrance to Cork Harbour, and there is accommodation for a considerable number of men. The island was formerly used for a convict establishment, and many important works were executed by the prisoners, including the Hawlbowl docks.

Rocky Island contains the powder magazine, in six chambers excavated in the solid rock.

Hawlbowl, an island opposite the last, contains the ordnance stores, an armoury, and a tank capable of holding 5000 tons of fresh water. The new naval dockyard, the cost of which was £150,000, embraces a basin of 12 acres, with 2000 feet of wharf accommodation.

The Harbour of Cork is one of the most extensive and commodious in the United Kingdom, being capable of affording shelter to the entire British navy. Into it Drake retreated when hotly pursued by the Spanish fleet. Crosshaven is the name of the creek into which he sailed, and where he was so effectually hidden, that the Spaniards spent days in fruitless search for him in the river, concluding that nothing short of magic could have taken him so suddenly out of their grasp. This spot is to this day known as "Drake's Pool." Every tourist who has sailed down the Cork river as far as the harbour is enthusiastic in praise of the scenery.

The Rev. Charles Wolfe, author of the lines on the burial of Sir John Moore, beginning

"Not a drum was heard, not a funeral note,"

who died at Cove, of consumption, in 1823, lies interred in the old graveyard of Clonmel in Great Island. At Roches Point (4 miles south of Queenstown) there is a signal station.

EXCURSIONS FROM CORK

Steamers to Aghada run from Queenstown (C. B. and P. Railway) five times daily ; from Monkstown to Aghada in connection with the Cork and Passage Railway, five times daily ; and from Cork (St. Patrick's Bridge) a morning excursion steamer starts daily for Passage, Glenbrook, Monkstown, Queenstown, and Aghada.

Rostellan Castle was formerly the seat of the O'Briens, Marquesses of Thomond, whose family titles, on the decease of the Marquess in 1855, became extinct, except that of the Barony of Inchiquin, which descended to Sir Lucius O'Brien, Bart., afterwards Lord Inchiquin. The mansion, beautifully situated at the eastern end of the Cove of Cork, occupies the site of a castle of the Fitzgeralds, the ancient seneschals of Imokilly. It shelters some ancient documents of historic interest. The demesne contains a cromlech on the shore of Saleen creek. Here also is a silex mine, and clays from which some beautiful "Rostellan ware" has been manufactured. Visitors are admitted on application to the grounds.

Cloyne, a small but ancient town, is situated in the limestone valley of Imokilly, surrounded by sandstone hills, $2\frac{1}{2}$ miles from Rostellan Castle. Near a heathen altar a Christian church was erected in the 7th century by the pious St. Coleman, a disciple of St. Finn Barr. Numerous caves exist in the neighbourhood. One very remarkable cavern may be seen in a part of the Episcopal demesne, called the Rock Meadow. Those portions of the 13th-century cathedral, which the so-called "restorers" of the 18th century have left, have lost much of their interest from having been whitewashed. In the north transept is the fine figure of the learned Bishop Berkeley.

Cork to Blarney

Blarney can be reached best by the Cork and Muskerry Railway ($8\frac{1}{4}$ miles); also by G.S.W. Railway (6 miles).

The romantic scenery of the Groves, and the Magic Stone of Blarney, may be visited from Cork either by rail or by car. If the latter arrange-

ment is adopted, the north bank of the river should be preferred. A good view is obtained on the way of Carrigrohan Castle, rising picturesquely from a steep rock on the opposite bank. St. Anne's Hill Hydropathic Establishment is pleasantly situated 2 miles west of the Blarney railway station, and 6 miles from Cork.

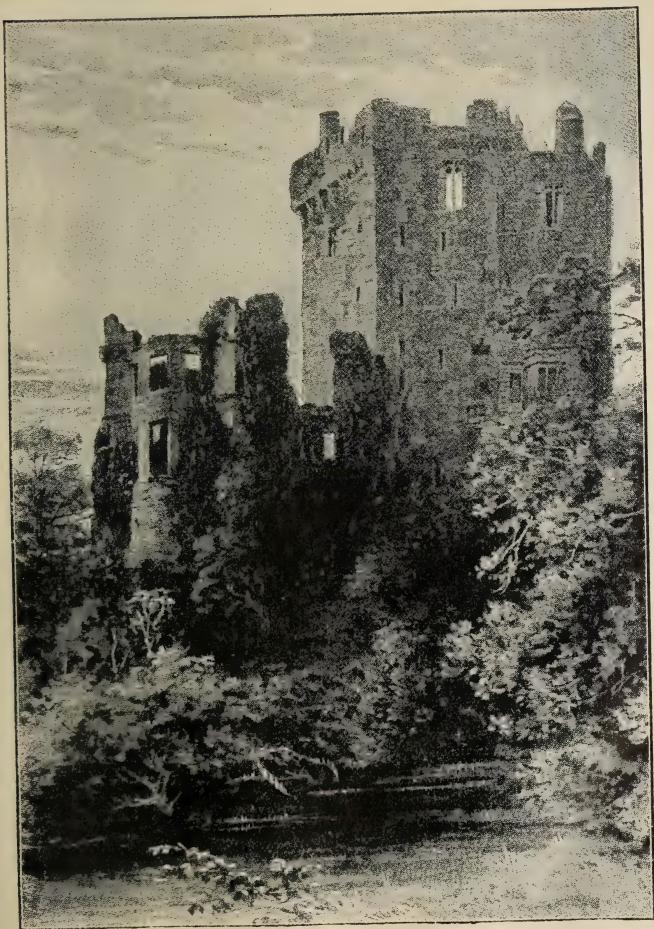
Blarney Castle was built in the 15th century by Cormac M'Carthy, or by the Countess of Desmond. It consists now of the massive donjon tower about 120 feet in height, and another lower portion less substantial. It was besieged and taken by the forces of Cromwell.

A stone in the castle of Blarney has long been endowed by tradition with the power of conferring on those who kiss it a remarkable faculty of persuasion—a sweet persuasive eloquence almost irresistible. The *real* stone, which is said to have at one time borne the inscription CORMAC MAC CARTHY FORTIS MI FIERI FECIT, A.D. now illegible, and had engraven on it a shamrock in high relief, is about 8 feet from the top of the tower at its north-east angle, but another has been substituted in a more accessible position for the less adventurous candidates. The original is clasped with iron bars, and was displaced from its position by a cannon ball during the siege of the castle by Cromwell.

Cork to Youghal and the Blackwater

This trip may be made in one day, but as the sailing of the steamer from Youghal to Cappoquin is regulated by the tide, inquiry as to this should be made beforehand. If it is desired to return to Cork the same day, it may be necessary to adopt a circular route by Mallow Junction, and the direction taken will depend on the time of sailing from Cappoquin and Youghal. Generally it will be found convenient to proceed first to Youghal, the days when the steamer leaves about noon being also the most suitable. It should be remembered that the steamer on the Blackwater does not begin to run until about the end of June.

By railway (Summerhill station) to Youghal, the first station after Queenstown Junction is Carrigtohill ($8\frac{3}{4}$ m.), where several subterranean passages were discovered in 1835.



BLARNEY CASTLE.

Midleton ($12\frac{1}{2}$ m.) originated in a Cistercian abbey founded in the 12th century. It received its first charter from Charles II. At Midleton College, founded in 1696, several persons of eminence have received their education, including Curran, Lord Avonmore, and Isaac Butt. The town gives the title to the Brodrick family. Near Mogeely ($17\frac{1}{2}$ m.) is Castlemartyr, the demesne of which (Earls of Shannon) contains the ruins of an old fortress and some interesting ecclesiastical remains.

Youghal (*Hotels*: Green Park; Devonshire Arms, in the town; Atlantic) is 31 miles east of Cork on the bay of the same name, at the mouth of the river Blackwater. Here a Franciscan abbey was founded in 1224 by Maurice Fitzgerald, a lord justiciary of Ireland, who became a friar, and lived and died in the convent. After the Anglo-Norman invasion it was colonised by merchants from Bristol. It received its first charter from King John in 1209. The town was plundered by the Earl of Desmond after he was proclaimed a traitor in 1579. Sir Walter Raleigh, after repressing the rebellion, was rewarded with a grant of land, including the domain now called Myrtle Grove, where his house, a plain Elizabethan structure, now stands near the church. It was here that he introduced the potato-root from Virginia. Raleigh was Mayor of Youghal in 1588-9. He sold his property in 1602 to the Earl of Cork, who died in the town 15th September 1643, while it was besieged by the rebels. The town opened its gates to Cromwell in August 1649, and here he embarked for England 29th May 1650.

Ardmore (*Harrco's Hotel*), a watering-place on the coast of Waterford, east of Youghal Harbour, possesses important remains, as a round tower, a cathedral, an oratory, and a holy well. The monastery and oratory were founded by St. Declan, who died about the 5th century, and was buried beneath the floor of the oratory. Ardmore remained an Episcopal see till the 12th century. Of the cathedral the chief remains are a chancel and nave connected by a beautiful arch. The west gable exhibits very elaborate sculpturing. On St. Declan's Day (July 24th) the holy well is much frequented by pilgrims. The round tower, 97 feet in height, possesses some curious sculptures.

The Blackwater. The mouth of this river, one of the largest in Ireland, forms the harbour of Youghal, which, though a fine

and well sheltered bay, is rendered inaccessible to very large vessels by a bar. For the trip up the river the start is made from Youghal quay. Immediately after passing the bridge we see on the left the cliffs crowned by a ruined preceptory of the Knights Templar, founded by Raymond le Gros in 1183. Immediately the hills rise at either side to a considerable height, on one hand thickly clothed with firs, on the other green, and dotted with cottages and tilled patches. Higher up on the right bank are the demesnes of Ardsallagh and Harbour View, and the square keep of Temple Michael, a ruined fortress of the Fitzgeralds. On the islet of Molana, separated from Temple Michael by a narrow inlet, are the ruins of the abbey of Molanfides founded by St. Fachnan in 501. Passing by the angle of the river in which the fine mansion of Ballinatray is situated, the river widens out into a lake, the Broad of Clashmore. The ruins of STRANCALLY CASTLE, with which several traditions are associated, seem almost part of the rough, moss-grown rock, on which they stand directly over the river.

New Strancally Castle, a battlemented Gothic structure, stands, surrounded by woods, a short distance from its predecessor. The grounds and gardens are open to visitors. About this point a bend in the main stream reveals the Knockmealdown mountains, whose black and frowning outlines contrast with the fertile country around. DROMANA CASTLE (H. Villiers Stuart, Esq.), a couple of miles farther on, overlooks the river from an eminence of about 60 or 70 feet, and seems barely to peep through the magnificent woods which fold it round, and clothe the whole river-side with verdure. Just beneath, a sweet little tributary, called the Finisk, loses itself in the Blackwater. From the grounds of the castle, which are freely thrown open to visitors, an artistically conceived opening in the trees carries the view up towards the mountains, or down over the broad surface of the river. Adjoining the modern building are the remains of the old castle, the seat of the Fitzgeralds. It is the birthplace of Catherine, Countess of Desmond, who is said to have reached the age of 140. Higher up on the left bank are the ancient castle of Tourin and the modern structure of the same name; the latter the seat of Sir Richard Musgrave. The latter portion of the steamer's journey is probably the loveliest of the whole river. Within a couple

of miles of Cappoquin, a sudden bend reveals a scene as remarkable for its variety as for its beauty. Stretching far away to the left is a long hillside, intersected with deep woody glens, and rich with plantations. Above the long level ridge rises Mount Melleray, distinguished by the Trappist monastery, and towering over all the mountains, whose close proximity gives them an appearance of massive grandeur to which their real dimensions would scarcely entitle them. To the right, at the base of the hill, Cappoquin has an imposing effect, which a closer inspection hardly sustains; it has, however, a snug little inn.

Lismore (*Hotels*: Devonshire Arms; Blackwater Vale), 4 m. farther, is a considerable town, and better built than most Irish towns of the same size. The greater part of St. Mochuda's Cathedral is now modern, although the gate and its pillars are said to be those erected in the time of the saint. Some ancient sepulchral slabs include that of Colgan (850). The town owes its origin to a monastery founded by St. Carthagh in 633, which became so celebrated as to attract scholars from all parts of Europe. The manor in 1578 was granted to Sir Walter Raleigh, from whom it passed to Sir Richard Boyle, Earl of Cork, and then to the Dukes of Devonshire. The *Book of Lismore* and the crosier of the bishops are the principal relics; the latter is exhibited along with other curiosities. The present castle, founded by King John in 1185, and until the 16th century the residence of the bishops, stands upon an eminence that springs almost sheer out of the water, but whose abruptness is veiled by the trees that seem to grow from the river itself. Admission is free to visitors to inspect the interior. The chief objects of interest are the fine courtyards, the ballroom, not unlike the great hall of Hampton Court, but smaller, and the drawing-room. The windows of this last apartment afford charming views. The turret of King John's Tower offers an immense range of view. The new R. C. church is a fine specimen of modern architecture.

The beauties of the Blackwater by no means terminate at Lismore, and if the tourist have leisure he will be rewarded by a trip to Fermoy; the road and the railway follow its banks all the way. From Fermoy he may visit Mitchelstown Caves (see next page), 16 miles distant. Continuing the railway journey to Mallow, the traveller may thence either return to Cork or

proceed to Killarney. The river drive between Fermoy and Mallow has been neglected since the establishment of railway communication, but that too is a very agreeable trip, and, amongst other points of interest, embraces the ruins of KILCOLMAN CASTLE, the residence of the poet Spenser, which was burned by the insurgents during the rebellion of Tyrone in 1597.

Fermoy (*Hotel: Royal*), an important military station, owes much of its prosperity to Mr. Anderson, the mail coach and barrack contractor. There are here the Presentation Convent, Loretto Convent, the College (with tower), and Roman Catholic Church.

Limerick Junction to Waterford

Tipperary (*Hotel: Dobbyn's*), the town from whence the county derives its name, is agreeably situated nearly 3 miles from the Limerick Junction Station, in a fine undulating country at the base of the Slieve-na-muck or Tipperary hills, a portion of the Galtee range. It possesses an elegant Roman Catholic church in the Pointed style. New Tipperary, built during the Land War, lies on the fringe of the old town, and its 60 houses have proved very welcome to the growing population.

Athassel, celebrated for its priory, now in ruins, is situated about a mile from Golden Bridge, about 5 miles from Cashel, and 7 from Tipperary. The priory was founded about the year 1200, by William Fitz-Adelem de Burgo, for canons regular of the Augustinian order. The finest remnant is its doorway in the Transition style of architecture. The founder, who had been steward for Henry II., died in 1204 and was buried at Athassel.

Caher (*Hotel: Glengall Arms*), on river Suir, no longer owns to its description as a "Quaker town," and though insignificant in extent, has an appearance of cleanness and comfort. The castle occupies a commanding position on the banks of the Suir, and is one of the finest examples of the old fortresses in Ireland still extant. In 1599 it was taken by the Earl of Essex, and in 1650 by Cromwell. Caher is the most convenient station for

Mitchelstown Caves, about 8 miles north-east, nearly midway between Mitchelstown and Caher. There is an old cave which is seldom visited, and a new cave discovered by a quarryman in 1833. Several caves are met with in the expedition, which should never be undertaken without the assistance of one or two guides. They are situated on the property of Mr. Barkley, of Galtee Castle.

Clonmel (*Hotels*: Hearn's ; Ormonde) is an assize town and the birthplace of the great humorist Sterne, born 24th December 1713. It stands on both sides of the river Suir, and also occupies Moire and Long Islands, which are connected by three bridges. In 1650 took place the memorable siege by Cromwell, who, after having suffered a loss of 2000 men, compelled the garrison to capitulate, when he demolished the castle and fortifications, of which now only the ruins remain. The town is situated in the midst of highly picturesque scenery. The favourite promenade is Fairy Hill Road. Heywood affords a pleasant walk, as also the Wilderness and the Quay. Clonmel possesses extensive flour-mills, a brewery, tanneries, and an important butter market. It was here that Mr. Bianconi first established his system of cheap and expeditious car-travelling.

Carrick-on-Suir (*Hotels*: Bessborough Arms ; Kirwan's Temp.), the second station after Clonmel, is situated in County Tipperary, being united to Carrickbeg by a bridge over the Suir ; it is also within a few minutes' walk of County Kilkenny. The castle and park adjoining belong to the Butler family. It was formerly a walled town, and part of the wall still remains. The woollen manufacture is now extinct, but there are linen and flax-mills. The town gives the title of Earl to a branch of the Butler family, as it did formerly to the Duke of Ormonde.

Waterford (*Hotels*: Adelphi and Imperial, on the Mall ; Granville, on Quay). Constant sailings to Dunmore and Fethard. Steamers for England, Scotland, and Wales. Mail-cars to Fethard, Lukeswell, Tramore, and Passage.

The name Waterford, the "Ford of the Father," was bestowed on it by the Danes. It first assumed importance about the middle of the 9th century, but is supposed to have existed at a much earlier period. The city, which is situated on

the Suir, here crossed by a wooden bridge of 39 arches, was anciently known as the Haven of the Sun, afterwards as the Valley of Lamentation, from the tremendous conflicts between the Irish and the Danes. On the Mall is Reginald's Tower, occupying the site of the Danish stronghold founded by Reginald. In 1171, when Strongbow and Raymond le Gros took Waterford, it was inhabited by Danes, who, with the exception of the Prince of the Danes and a few more, were put to death. It was here that Earl Strongbow was married to Eva, daughter of the King of Leinster, and here, too, that Henry II. first landed in Ireland to take possession of the country which had been granted to him by the bull of Pope Adrian. There is a good quay on the Suir at Waterford, and the People's Park, adjoining Newtown Road, is a place of pleasant resort. The Protestant cathedral occupies the site of the old church founded by the Danes. There is also a handsome R. Cath. cathedral. The city returns one member to Parliament.

There are two popular watering-places to the south of the city—

Tramore (*Hotels*: Grand; Marine), 6 miles by railway from Waterford, stands on a bay between Brownstown Head and the Metal Man; and the beach, which is of considerable extent, is favourable for bathing. Two concert halls, a race-course, golf links, and salt water and Turkish baths are amongst the other attractions to visitors.

Dunmore (Shipvey's Hotel), 11 miles by car from Waterford, is a picturesque little seaside village on the west side of Waterford Harbour. It is frequented by bathers and by yachtsmen, has a good stone pier, and is well sheltered from the weather.

Waterford to Rosslare

This forms part of the main route to Killarney by the G.W. Rly., crossing between Fishguard and Rosslare. The trains come through to Waterford from Mallow. The line after leaving Waterford strikes the head of BANNOW BAY. CLONMINES, in the neighbourhood, was once an important town. FETHARD is a fishing village, 5 m. north-east are the remains of Tintern Abbey, founded in 1200. Along the whole of the route one sees what splendid natural harbours have been formed by the sea. The harbour at Rosslare is protected by a magnificent break-water, and the sea-crossing is only $2\frac{3}{4}$ hours.

Dublin to Waterford

The route as far as Kildare is described on pp. 29, 30. After changing at Kildare the first town of importance is

Athy (*Hotel*: Leinster Arms), which derives its name from an ancient ford where a Munster chief, Ae, was slain in battle. The town owes its origin to two monasteries founded in the 13th century. In the centre of the town, overlooking the river, is White's Castle, built in the 16th century by the Earl of Kildare, and now used as a barracks. Near the town is the ancient "Moat of Decapitation," where 400 of the rulers of the Pale were massacred in the reign of Elizabeth. At the Rath of Mullinavat, O'Connell held the last of his great Agitation meetings. At the Moat of Ardseul, 4 miles from the town, the Scots, under Edward Bruce, inflicted, in 1315, a heavy defeat on the English under Raymond le Gros.

Carlow (*Hotels*: The Club-house ; The Royal Arms), a prosperous town, is favourably situated on the river Barrow, which is navigable by barges down to Waterford. It is well built, and has a handsome modern aspect. It was a place of importance as early as the 12th century. Hugh de Lacy, lord-deputy of Ireland, erected the castle in 1179 to protect the settlers from the Irish. The exchequer of the kingdom was established here in 1361 by the Duke of Clarence, who, moreover, had the town fortified. In 1494 the castle was taken from Sir Edward Poynings by James, brother of the Earl of Kildare ; another of the same family, Lord Thomas Fitzgerald, kept it during his rebellion in 1534. In the wars of the Protectorate it was besieged and bombarded by the Parliamentary forces under Ireton ; and surrendered on honourable terms. Carlow contains a handsome R. Cath. cathedral, a Protestant Episcopal church with a very graceful spire, a Roman Catholic college, a Technical school, a Protestant church, boot, mineral water, and hosiery factories, an agricultural show ground, and the whole town is well lighted by electricity.

Kilkenny (*Hotels*: The Club House ; The Imperial ; and The Victoria) is the chief town in the county of that name, and is worthy of a visit by the antiquary on account of its archæological remains. It is situated on the Nore, here crossed by two bridges. The rivulet Bregen divides Kilkenny into two parts, the more ancient called Irish Town, and the modern

English Town. Each had formerly its own corporation ; but by the Municipal Reform Act they were united. The manufacture of coarse woollens has greatly declined. The castle was built in 1195, on the site of an older one erected by Earl Strongbow in 1172, and destroyed in the following year by Donald O'Brien, King of Thomond. The castle is the residence of the Marquis of Ormonde. St. Canice's Cathedral is the most interesting among the many ecclesiastical remains in Kilkenny. The interior is in a good state of preservation, having undergone recent restoration. Among the numerous interesting monumental remains is the tomb of Peter Butler, eighth Earl of Ormonde, and his Amazonian Countess, who both died in the 16th century. St. John's, known as the "Lantern of Ireland" from the number of its windows, was formerly an abbey, founded in the 13th century, afterwards much dilapidated, but rebuilt in 1817, and since used as a parish church. The R. Cath. Church of St. Mary is a fine building, erected 1843, at a cost of about £30,000. The Black Abbey is now used as a R. Cath. chapel, and the Franciscan Monastery as a brewery. At the college—on the opposite side of the river from the castle—founded by the Duke of Ormonde in 1684, Bishop Berkeley, Congreve, Farquhar, and Swift, received their education. The R. Cath. College of St. Kyran, on the Dublin and Cork Road, was founded in 1836.

The limestone caverns known as the "Caves of Dunmore" are near the Castlecomer Road, 7 miles north of Kilkenny.

Jerpoint Abbey, $1\frac{1}{2}$ miles from Thomastown Station on the Waterford and Kilkenny Railway, and 12 miles south of Kilkenny, is a very interesting ruin, situated on the river Nore.

The tourist who is desirous of exploring the varied beauties of scenery with which the banks of the river Nore abound, from Kilkenny to its junction with the Barrow, near New Ross, will find THOMASTOWN (*Hotel*: Keefe's) a convenient central station.

Kells, also reached from Thomastown station, from which it is $7\frac{1}{2}$ miles distant, is an ancient city, founded by a follower of Earl Strongbow. Like most of the other invaders he sought peace to his conscience by founding a religious house, which gradually became a place of greater importance, until dissolved in the reign of Henry VIII. The Prior was a spiritual

lord in Parliament. Portions of the ruins, comprising the remains of towers and walls and the cloisters, still attract some attention to the place. The town of Kells, in the county of Meath, is described above (p. 17).

Cork to Killarney

Tickets from Dublin to Killarney and back are issued by the Great Southern and Western Railway (Kingsbridge Station) either for the direct route *via* Mallow, or the more extended route *via* Cork and Glengariffe. As, however, the journey *via* Glengariffe embraces scenery unsurpassed in charm even by Killarney itself, all who are not greatly pressed for time are strongly advised to adopt the latter route, returning *via* Mallow. It should also be kept in mind that the views are more striking, *via* the Glengariffe route, in journeying *towards* than *from* Killarney. The latter part of the journey to Killarney embraces a drive along the whole eastern margin of the lakes, and a constantly shifting panoramic view of their beauties. Having proceeded from Dublin to Cork by the Great Southern and Western Railway, we change stations either for the Cork and Bandon line, Prince of Wales route (Albert Quay Station), or the Cork and Macroom line (Capwell Station).

PRINCE OF WALES ROUTE TO KILLARNEY.

By the Cork, Bandon, and South Coast Railway (Albert Quay Station).

Shortly after leaving Cork, the railway is carried over a deep glen by the Chetwynd Viaduct, 120 feet in length and 100 feet in height. In crossing, a good view is obtained of the city we have left, and of the beautiful valley to the west. At Waterfall ($6\frac{1}{2}$ miles) the distant Kerry mountains are seen bounding the western horizon. A mile beyond Waterfall Station we pass, on the right, the ruin of Ballymacadane Abbey, founded about 1450 for Augustine nuns, and near it an old fort attributed to the Danes. Emerging from a tunnel about 1200 yards in length, under Mount Mary, we reach Ballinhassig (10 miles). From the station may be seen the aerial ropeway (the only one in Ireland) which conveys the bricks from the Ballinphelic works, $3\frac{1}{2}$ m. distant, to the station. The village, about a mile to the east, was, in 1600, the scene of a battle between the English

and the followers of Florence M'Carthy. At Kinsale Junction (13½ miles) a branch passes south to the picturesque old fishing port of

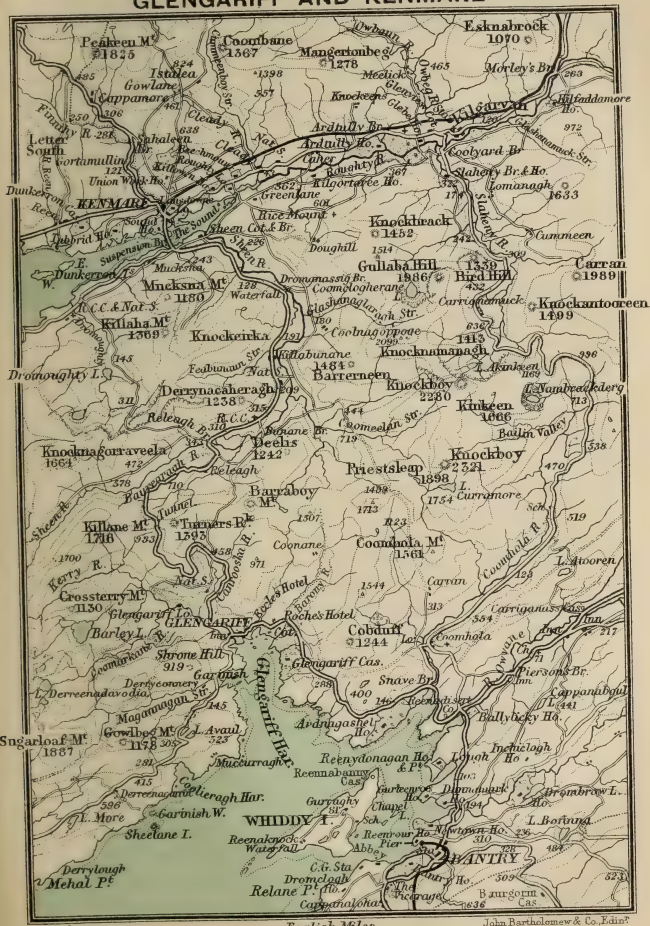
Kinsale (Kinsale Arms). It was the scene of an engagement between the French and English in 1380, and, besides being captured on several other occasions, was entered by the Spaniards, and retaken by the English, in 1601. In 1689 it was the scene of the landing of James II. and the French Army sent to his assistance. The castle fort, completed by the Duke of Ormonde, was, in 1690, taken by the Duke of Marlborough.

The next station on the Killarney route is Upton (15½ miles), after passing St. Patrick's R.C. Industrial School, attached to which there is an extensive farm. Skirting the grounds of Beechmount we see to the right a hill about 600 feet in height crowned by the ruins of a very large hill fort. Soon after emerging from a deep cutting, we come to the sacred tower of Downdaniel Castle, founded about 1476, which may be visited from Innishannon Station (17¾ miles). The railway now follows the course of the Bandon between precipitous hills, for the most part densely wooded, till we reach

Bandon (*Hotels*: Railway and Commercial; Devonshire Arms), a clean and well-built town, close to which are the ruins of the castle within which Spenser wrote his *Faerie Queene*. The town was founded in 1608 by the Earl of Cork, who planted it with English and Scotch settlers, and introduced the manufacture of linens, which prospered till well into the 19th century. The town was fortified with strong walls and towers, but they were removed by William of Orange, and only slight traces of them now remain. About a mile and a half to the west is the demesne of CASTLE BERNARD, the seat of the Earl of Bandon, to which there is free admission, except on Sundays. The mansion is a handsome Elizabethan structure, and the grounds contain some magnificent trees. Salmon-fishing on the Bandon is here preserved, except for one half-mile opposite the town; trout-fishing free.

After leaving Bandon we follow the course of the river through a pleasant and well-wooded country. Shortly after Balineen we see on the left Kilcaskan Castle, and on the right Fort Robert, in ruins, once the residence of Feargus O'Connor, the Chartist leader. After crossing the Bandon river we have on the left the ruined keep of Ballynacarriga Castle, crowning

GLENGARIFF AND KENMARE



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English Miles

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a precipitous rock about 40 feet above the lake which it adjoins. On the arch of one of the windows is the date of the castle's erection, 1585, and the initials of the founder and his wife—Randal Moorilah and Catherine Cullinane. It may be visited from Manch Station ($34\frac{1}{4}$ miles).

Bantry (*Hotels*: Vickery's, and The Railway), the terminus of the railway line, finely situated at the head of Bantry Bay, is rising into favour as a summer resort. There is an important salmon-fishery, and deep-sea fishing is carried on. Excellent fishing may be obtained in the numerous streams—in some cases free, in others with permission. Near the station is the very extensive Convent of Mercy. Opposite the town is Whiddy Island, containing the ruined castle of the O'Sullivans, and three modern forts for the protection of the town and bay. In the immediate vicinity of the town, to the west, facing the bay, is the beautiful demesne of Bantry House, the seat of the Earl of Bantry. Both the grounds and the house are open to the public. The tapestry is specially worthy of a visit. The neighbourhood of Bantry abounds in picturesque views, and is also of interest to the antiquary on account of its pillar stones and cairns. A monastery was founded at Bantry by one of the O'Sullivans in 1320. The bay was entered in 1689 by the French force in aid of James II., and in 1796 General Hoche purposed to have made a landing here, but his fleet was dispersed by a storm. A steamer leaves Bantry for Castletown Berehaven, on alternate days, generally about midday, the passage occupying two hours.

Should the weather be calm, Glengariffe may be reached by a sail across Bantry Bay, the charm of which is in this way more fully realised. Pedestrians, instead of following the coach route to Glengariffe and Kenmare, will obtain a more thorough knowledge of the character of the mountainous region to the north by turning, some miles from Bantry, to the right by a path leading over Priest Leap (2000 feet), a distance of about 20 miles from Kenmare. For those inexperienced in such excursions a guide will be necessary. Luncheon must also be carried, as there are no inns on the route. For those wishing to proceed by the Prince of Wales route to Killarney there is a coach in waiting at the station. Refreshments having been procured at the station, the journey to

Glengariffe (11 miles distant) is resumed. The road bounds the northern margin of the bay, of which, as we reach higher ground, we have a delightful prospect, the Chapel Islands and Whiddy Island being passed on the left, and the picturesque Caha mountains, with Sugar-Loaf in the foreground, looming grandly in the distance. About a mile beyond Bantry we cross the river Mealagh, which, on the left, forms the fantastic falls of Dunnamark, near which once stood a castle built in the reign of King John. Here, according to an old tradition, human foot first trod on Irish ground. At Ballylickey (3 miles), where we are joined by the road from Macroom, the Owvane is crossed, and, a mile and a half farther on, the Coomhola, which rises in Lough Nambrackderg, a mountain tarn occupying the site of a prehistoric glacier. This region may be explored by taking the central of the three roads immediately after crossing the Owvane. On the way to Glengariffe we pass the Knockline Mountain (1561 feet), some miles to the right, and Cobdhuv (1244 feet) close at hand. Shortly afterwards we enter the spacious grounds of Roche's Hotel, commanding a magnificent view of Glengariffe Harbour and the Caha Mountains. The coach, after stopping to set down passengers, proceeds 1 mile farther to its destination at Eccles Hotel, which the editor can personally recommend as a most comfortable house.

Glengariffe (*Hotels*: "The Eccles"; Roche's; Bellevue), "rugged glen," is a name descriptive of the picturesque rocky protuberances, of all sizes and of every variety of form, which crowd it in bewildering confusion. Lofty mountains of the same wild irregular outline surround it on the east, north, and west; while in front is the bay, with its irregular shores stretching out to the open sea, and studded with numerous fantastic rocky islets, the larger of which is Garnish, with the remains of a martello tower. The crevices of the rocks are filled with luxuriant vegetation, which softens and beautifies their irregular outlines, and clothes them in a vivid green. The mildness of the climate permits even geraniums, fuchsia, and myrtles to thrive unsheltered throughout the year. Several tropical and subtropical plants are to be found here, which grow nowhere else in Europe, and the balmy air, with the frequent showers, gives to all the vegetation a tropical



GLENGARIFF BAY.

richness and profusion. The arbutus, holly, and birch envelop the rocks in luxuriant foliage down to the water's edge.

Glengariffe is strongly recommended by medical authorities as a health resort in winter for chest and lung complaints, its climate being milder and more uniform than that of any other spot in the British Isles; while, owing to the neighbourhood of the sea, it is sufficiently bracing, none of the relaxing effects sometimes felt at Killarney, are ever experienced. The hotels are specially constructed and arranged so as to promote the comfort of winter visitors. There is a Protestant Episcopal church a little to the west of The Eccles Hotel, and a R. Cath. church in the village a mile farther west. The latter is only a collection of small houses at the junction of the Kenmare and Berehaven roads. Turning down the Berehaven road to the left we come to a modern bridge, from which one of the finest views of the glen is obtained. Both for botanists and geologists, Glengariffe is a district of especial interest; and for other persons making a lengthened stay there are abundant facilities for boating and fishing, and for various excursions to the Caha mountains and elsewhere. A public mail-car also passes Glengariffe for Castletown Berehaven, 23 miles along the base of the Sugar Loaf and Caha mountains, by the shore of Glengariffe Harbour and Bantry Bay. ADRIGOLE WATERFALL, at Adrigole Harbour, about 13 miles from Glengariffe, has a height of 800 feet, and when the stream is in flood is unsurpassed in grandeur by any other fall in the British Islands. Those who cannot make a longer stay than one day are recommended to take a boat for the caves, 11 miles to the west, afterwards visiting the waterfall, and ascending Hungry Hill (2100 feet), the highest of the Caha range, with a tarn on its summit from which the waterfall receives its waters. A shorter excursion is involved in the ascent of Cobdhuv (1244 feet), behind the modern mansion of Glengariffe, 3 miles to the east of The Eccles Hotel.

The coach from Glengariffe to Killarney starts from The Eccles Hotel. The total distance to Killarney is 38 miles, the first stage being to Kenmare (18 miles), where horses are changed, and a stoppage of half an hour is made for luncheon. Passing through the village of Glengariffe, we take the road to the right, having on the left Glengariffe Lodge, formerly a seat of Lord Bantry. Beyond this is the Eagle's Nest, an inacces-

sible precipice. After crossing Crosstery Bridge, opposite the National School, on the left, the road gradually ascends, and magnificent views are obtained of the surrounding mountains and Bantry Bay. Immediately below is the valley of the Proudly, and Barley Lake on the Caha mountains may be seen above it. To the right, in front of us, we observe the Priest Leap road, leading across the mountains to Killarney. Gradually ascending the Esk mountain in winding curves, we pass under Turner's Rock (1393 feet) by a tunnel about 200 yards in length, connecting the counties of Kerry and Cork. When we emerge from it we see before us the valley of the Sheen, backed by the jagged peaks of Macgillicuddy's Reeks, Mangerton Mountain, and the summits of the Paps. We now follow the Sheen to Kenmare, passing on the left Derrynacaheragh Mountain (1238 feet), and on the right the road to Priest Leap, leading past a lonely cemetery, said, like many others, to be the oldest in Ireland. As we gradually descend, our view of Kenmare Bay widens and extends; and, crossing the river, where a road branches off to Berehaven, by a suspension bridge 400 feet in length, erected in 1838, we enter

Kenmare (*Hotels*: Great Southern; Lansdowne Arms), a clean, well-built town, founded by Sir William Petty in 1670. At the Convent of the Poor Clares, ladies may purchase the real Irish lace. Adjoining the town are the ruins of Cromwell's Fort; and in the vicinity important Druidical remains.

For a considerable distance beyond Kenmare the road passes above a marshy valley, but as we ascend the view gradually widens, embracing to the south the Caha mountains behind the Kenmare river, and to the north-west the summits of the Reeks, towering beyond Boughil Mountain (2065 feet), which we pass on the left at Windy Gap, the highest point of our journey, 6 miles from Kenmare. Passing through the Gap, we obtain a full view of the Killarney mountains—the Reeks to the left, and the Gap of Dunloe, the Purple Mountain, and the Tomies, in the order named, to the right of them. Descending towards Killarney, we see on the right the Eagle's Rock, so called from its resemblance to a gigantic bird, and passing Looscaunagh Lough, we, at the bend of the road, are suddenly presented with a magnificent view of the Killarney Lakes, with Tore Mountain towering immediately in front.

MACROOM ROUTE TO KILLARNEY

By railway from Capwell Station, Cork, to Macroom, thence by car.

From Cork the railway follows the course of the Lee to

Ballincollig ($6\frac{3}{4}$ miles), where there is a ruined castle, built in the time of Edward III., captured in 1642 by the Lord President of Munster, and in 1689 occupied by King James. To the north-west is the ancient abbey of Inniscarra, founded by St. Senan. The large cavalry barracks are the depot of the 16th Lancers.

Shortly after passing Kilmoney Station ($9\frac{3}{4}$ miles) we see on the right the ruin of **KILCREA ABBEY**, founded for the Franciscans in 1465. Adjoining the abbey is Kilcrea Castle, a ruined keep of the M'Carthy's. Nearly opposite Crookston Station (17 miles) on the left, above the Bride river, is the old keep of Clogh-dha, built by Diarmid Oge M'Carthy, now a shooting-lodge of the Earl of Bandon. On the right is the ivy-covered ruin of Lissarda Castle, formerly the residence of the Baldwins. A little farther on we pass the grounds of Warren's Court, finely adorned with artificial lakes.

Macroom ($24\frac{3}{4}$ miles), an old market-town, is the terminus of the railway line. It possesses the square keep of a castle, said to have been built by the Carews in the reign of King John; besides it claims to be the birthplace of Sir William Penn, father of the founder of Pennsylvania. It was taken by Sir Charles Wilmot, one of Elizabeth's Generals, in 1602. Here, in May 1650, the titular Bishop of Ross, in preparing for the relief of Clonmel, was defeated by Lord Broghill and taken prisoner. There is a service of coaches to Killarney.

Killarney may be reached from Macroom by a direct route, following first the valley of the Sullane to Ballyvourney, and descending by Glen Flesk, the total distance being about 32 miles. The usual way is, however, to proceed by car *via* Bantry Bay and Glengariffe—the north road being that usually chosen. After turning to the left we enter the Garra Valley by the river Toon, with its "tangled watercourses" winding through the moor. After passing the ruined tower of Dundareirke, a fortress of the M'Carthy's, on a high rock at the junction of the Toon and the Lee, we journey through a succession of steep and rugged glens, until we reach Inchigeelagh, a resort of anglers, on account of the fishing on Lough Allua, an expansion of the

River Lee. At Bealanageary (16 miles) the left road is followed for 3 miles, then a detour is made to visit

Gougane Barra, a mountain lake at the source of the river Lee, 250 acres in extent, and surrounded on three sides by lofty cliffs, whose dark shadows it gloomily reflects. Near the centre of the lake is a small wooded island, on which lived St. Finn Barr, the founder of the monastery at Cork. The ruins of the hermitage consist of portions of a chapel and oratory, and a few cells for the reception of pilgrims. The holy well is celebrated for its miraculous cures, and on the day of the saint (12th June) is visited by a large number of pilgrims.

Returning to the main road, we soon enter the **Pass of Keimaneigh**, one of the grandest defiles in Ireland. Precipitous walls of rock rise on both sides, clothed with mosses, ferns, and shrubs, including the arbutus and London pride. For some time in 1822 the pass was tenanted by a band of brigands under Captain Rock. As we descend by the Owvane river, Bantry Bay opens before us; and joining the road from Bantry, $3\frac{1}{2}$ miles from the town, we proceed by the route already described to Glengariffe, Kenmare, and Killarney

KILLARNEY

HOTELS—Victoria, adjoining Lough Leane to the north, about a mile and a half north-west from station, a most comfortable house; Great Southern and *New (G. S. & W.), at station; Lake View; small branch of Metropole, Cork, half-way to Muckross; Lake, on the lake shore, modern and very comfortable; Muckross and O'Sullivan's at Muckross; Graham's Glebe, the Castle and others at Killarney.

KILLARNEY, which of late years has been considerably improved, is situated about $1\frac{1}{2}$ miles from the north-east margin of Lough Leane, or the Lower Lake. The town owed its origin to iron-smelting works, for which fuel was obtained from the neighbouring forest. It is, however, a long time since the furnaces were put out, and Killarney is now wholly dependent on its visitors. Boatmen, guides, workers in arbutus wood, and beggars constitute the bulk of the inhabitants. The principal public buildings are—St. Mary's Parish Church, in the

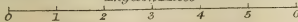
KILLARNEY AND KENMARE



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English Miles

John Bartholomew & Co. Edin.



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Early English style, with some good stained-glass windows ; the R. C. cathedral, an imposing Gothic structure designed by Pugin ; the bishop's palace ; two extensive convents ; and the lunatic asylum, erected at a cost of £30,000. The mansion of the Earl of Kenmare, an extensive castellated structure in red brick and sandstone, adjoins the town ; visitors are admitted to the beautiful demesne bordering Lough Leane on payment of 6d.

The Lakes of Killarney are situated in a basin between several mountain groups, some rising abruptly from the water's edge. The special charms of the scenery may almost be said to arise from its endless variety. The shores of the lakes are owned principally by Lords Kenmare and Ardilaun ; both allow visitors through their demesnes on payment of tolls. There is a public approach and a public right-of-way over the lakes. In the grounds of the Lake Hotel, on the shores of the Lower Lake, stand the ruins of an old castle founded by M'Cartie More's family. Very little of the structure, which was destroyed by Cromwell's army, remains, but portions of the vaulted roofs still show signs of the basket-work arch centres, on which the masons laid their work.

Proceeding down the main street of Killarney, we turn to the left at the Town Hall, holding nearly due west. On the outskirts we pass on the right the Bishop's palace, R. C. cathedral and Presentation Convent, and on the left the main entrance to the Earl of Kenmare's grounds, or leaving the Lunatic Asylum on the right and the Workhouse on the left, a detour may be made to the right to visit the venerable ruins of AGHADOE,¹ perched on a piece of rising ground, and commanding a full view of Lough Leane. The castle is but a fragment of a tower about 30 feet in height. The church, a low oblong building, consists of two distinct chapels, of unequal antiquity ; that to the east is in the Pointed style, date 1158, the western chapel is of an earlier period, between the 6th and 12th centuries, in the Romanesque style, and may have succeeded the earlier chapel of St. Finian. The round tower is in no better condition than the castle. Its present height is about 15 feet. This route to Aghadoe is known as the "high road," and affords much finer views of the lake than the lower road.

For the Gap of Dunloe the cars proceed by the back of Lakeview, over the Ferry Bridge, crossing the Laune. Dunloe

¹ This is not included in the usual hotel excursions, and special arrangements will require to be made.

Castle, on the right, the seat of the Mahony family, was originally one of the residences of the powerful O'Sullivan Mor.

THE CAVE OF DUNLOE, which was situated in a field close by the high road, and about two miles' distance from the entrance to the Gap, fell in some years ago. It was discovered in 1838, and, from its Ogham inscriptions, was of great interest to antiquaries. At the river Loe, which issues from the Gap, Kate Kearney's cottage faces us on the left. Here it is usual to accept a glass of goat's milk, seasoned, if desired, by "potheen." Our road now keeps to the right of the Loe. Shortly after passing Cosaun Lake we cross the Loe, following its right bank past Blackwater Lake, Cushvalley Lake, and Augher Lake. At Black Lough we cross it again, and shortly afterwards arrive at Gap Cottage. Shortly after leaving Kate Kearney's cottage we pass under the shadow of the Tomies and Purple Mountain, 2739 feet, opposite which to the left is Bull Mountain. The entire length of the defile called the GAP OF DUNLOE is about 4 miles. The principal feature of the pass is the height of the rocks which bound it, compared with the narrow track of road, and the insignificant streamlet which courses through it.

Cars are not taken beyond the Gap Cottage, from whence the tourist may either walk or ride the 3 miles to the point of embarkation at the Upper Lake. Touters frequent this valley with cannon, which they discharge in order to awake the magnificent echo, which passes from hill to hill.

Emerging from the Gap at its upper end, we come within sight of THE BLACK VALLEY, which is but the upper end of the extensive valley stretching from under the lofty Carntual (3414 feet), the loftiest mountain in Ireland, in a western direction, until under Mangerton (2756 feet) and Cromaglan (1226 feet) it widens out into the Upper Lake. On making our descent from the Gap we turn eastwards towards the lake, of which we now obtain a charming and gradually extending prospect. Following the right bank of the Gearhameen river, we pass through an arch with the words "No thoroughfare" still above it. A little farther on we reach a turnstile, where a charge of a shilling a head is demanded for admission to Gearhameen (Lord Ardilaun). Passing the site of Lord Brandon's cottage, we find our boat in waiting for us. Charge for whole round 7s. a head but not less than 21s. accepted; ponies and toll extra.

The Lakes of Killarney

It is only by a row on the lakes that the loveliness of their scenery can be fully realised.

The Upper Lake in a dry season covers only about 430 acres. Its length when at its lowest is about $2\frac{1}{2}$ miles, but after a flood about 3 miles. Though the smallest of the three, the Upper Lake is undoubtedly the most beautiful. This is owing to its proximity to the mountains, which on two sides rise abruptly from the water's edge, while in the distant west the Reeks

“ Lift to the clouds their craggy heads on high,
Crowned with tiaras fashioned in the sky.”

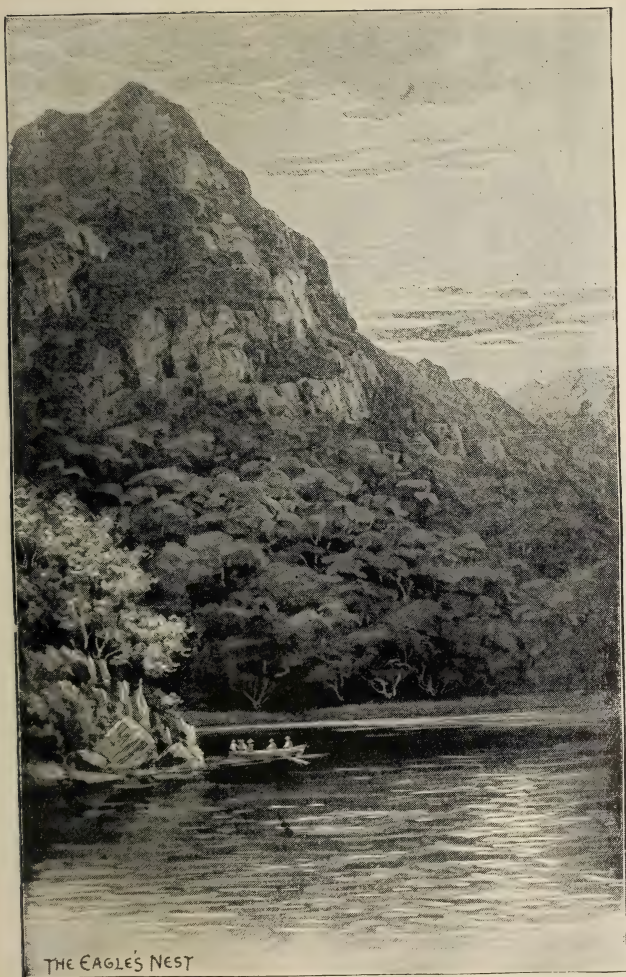
The Purple Mountain looks down upon it from the north, and on the south the Derrycunihy ranges, of lesser elevation but picturesquely wooded, form the foreground, behind which towards the east the lofty Mangerton towers in the distance. The lake contains twelve islands, none of them much above an acre in extent. The bright green aspect of the islands is due to the presence of the arbutus (*Arbutus Unedo*). Even in winter the leaves of the arbutus are of a rich glossy green, and they are so clustered at the terminations of the branches, that the waxen flesh-like flowers, which hang in graceful racemes, or the rich crimson strawberry-like fruit, seem cradled in a nest of verdure. Passing on the right M'Carthy's Island and Eagle Island, the largest on the lake, we see about a mile from the western end the cascade of the Derrycunihy river. At Arbutus Island, which we pass on the left, the lake has narrowed considerably. It again widens opposite Stag Island, beyond which it narrows into the beautiful creek of Newfoundland Bay. Our course, however, lies to the right, into the Long Range, a river little more than 2 miles in length connecting the Upper and Middle Lake. On entering it at the narrowest point, we pass on the left Colman's Eye; then also on the left the Jolly Boat, opposite which on the right is the Cannon Rock. Half a mile farther on the right is the Man-of-War—a mass of rock resembling the hulk of a vessel, keel uppermost. Half a mile farther are four miniature islets called the Four Islets. Beyond them to the left THE EAGLE'S NEST (1700 feet) rears its pyramidal head. It is a rugged, precipitous mass

of rock, in whose interstices the grey eagles still have their eyries. The base is tolerably covered with trees, shrubs, and underwood, but towards the upper part it is bare, excepting where a few stunted trees or heath, and other lowly sub-alpine plants, find nourishment among the crevices. The echo from this and the surrounding rocks is remarkable, especially in calm weather: a bugle call can be heard repeated nearly a dozen times. At the end of the Long Range is the "Meeting of the Waters," which should rather be called the "Parting of the Waters." The stream to the left skirts round Dinish Island into Lough Leane, and that to the right passes under the Old Weir Bridge into Muckcross or Middle Lake. Old Weir Bridge is an antiquated structure, consisting of two arches, underneath which the water rushes with extraordinary rapidity, especially if the river be in flood.

Muckcross, Torc, or Middle Lake, covers an area of 680 acres. The principal islands are Dinish and Brickeen, which separate it from the Lower and larger lake. There are three passages between these two lakes, one round the eastern side of Brickeen, another between Brickeen and Dinish Islands, and a third by the Long Range to the west side of the latter. Dinish Island, which is also well wooded, contains about 34 acres. On it is built a neat cottage, where, by previous arrangement with the hotel-keeper, dinner may be in waiting for the tourist. Brickeen Island contains about 19 acres, and is well wooded. It seems a continuation of the peninsula of Muckcross, from which a narrow stream separates it.

Lough Leane, or the Lower Lake, has an area of about 5000 acres, its greatest length being 5, and breadth 3 miles. The islands upon this lake are upwards of thirty in number, but very few of them exceed one acre in extent, while the majority come far short of that size. The largest are Rabbit Island, a little above 12 acres, and Innisfallen, with an area of rather more than 21 acres.

Glena Bay is the part of the Lower Lake first entered. A picturesque little cottage, known as "Glena Cottage," stands on the shore. The range of hills, which for fully two miles bounds the south-west side of the lake, takes the name of Glena; it is clothed with wood, and harbours the red deer, now scarce even in Scotland, and all but extinct in England.



THE EAGLE'S NEST, KILLARNEY.

Landing in a little bay at the foot of the Tomies, and following a rugged pathway through the thick forest, we hear from time to time the dashing of the water down a precipitous channel, until we at last reach O'SULLIVAN'S CASCADE, one of three fine waterfalls in this district.

INNISFALLEN ISLAND, about half-way between the east and west shores of the lake, is interesting on account of the historical associations connected with it, the charm thrown around it by the poetry of Moore, and more especially for its own exceeding beauty. Of all islands it is perhaps the most delightful. The abbey, whose ruins are scattered about the island, is believed to have been founded in 600 by St. Finian, to whom the cathedral of Aghadoe was dedicated.

Ross Island, situated on the eastern shore of the lake, is not properly an island, but a peninsula, though at high water it is difficult to reach it from the shore without having recourse to the bridge. It is well planted and intersected with walks. On the southern point we come upon a copper-mine opened in 1804 by Colonel Hall, father of S. C. Hall.

ROSS CASTLE, now in ruins and clad with ivy, is a conspicuous object from some positions on the lake, and near it there is a convenient landing-place. From the summit is obtained a most delightful view. Admission may be obtained by applying at the cottage close by; a small gratuity is expected.

Killarney to Muckross Abbey, Torc, etc.

The Abbey of Muckross is a picturesque and beautiful ruin, situated on the demesne of Lord Ardilaun. At the lodge gate the visitor, on payment of a shilling, is admitted into the grounds, and, passing down a walk in the direction of the lake, he suddenly observes to his left, on a little knoll surrounded by trees, among which the yew is conspicuous, the ruins of the abbey. It was founded in 1340 for the Franciscans, on the site of an ancient church. In the church are many tombs, both old and new, bearing such illustrious names as O'Sullivan, M'Carthy, and O'Donoghue Mor, the latter having

a beautifully written epitaph upon it. Henry Arthur Herbert, some time chief secretary for Ireland, was buried at Killeaghy, on the opposite side of the road, about $\frac{1}{4}$ mile as the crow flies, from the Abbey. A lofty cross marks his grave.

Muckross Abbey Mansion, in the Elizabethan style, was built from a design by Mr. Burn of London. From various points in the demesne fine views of the lake and surrounding scenery are obtained. By a good road we make the circuit of the demesne and the islands Brickeen and Dinish, and join the high road about a mile from Torc Cottage. In hidden watery nooks among these woods, covered by shrubs, large ferns, and moss, grow very rare patches of that botanical treasure the *Trichomanes radicans*. Glena is another station for it. Its miniature, the *Hymenophyllum tunbridgense*, grows in great luxuriance on every rock moistened by the spray of a waterfall or the trickling of all but imperceptible streams. Nowhere is the latter more abundant than at the reputed station of the *Trichomanes*.

Torc Cascade is about a mile to the south of Muckross Abbey. The visitor is admitted by a small gate on payment of 9d. The gravel walk leads up a valley lined with larch on the one side, and holly, birch, oak, alder, and arbutus on the other. A rough wooden seat is gained, and the cascade bursts suddenly upon the view, over a broken wall of rock. On each side rise precipitous rocks covered with luxuriant trees and ferns. To the left a circuitous footpath leads to a spot from whence is obtained a view of the Middle and Lower Lakes, with the peculiar peninsula of wooded rock which separates them. The Torc Mountain (1764 feet) rises close at hand on the left; beyond the Middle Lake Glena appears, and the faint line of the Dingle hills forms the distance to the right. In the immediate foreground are the demesne and mansion of Muckross. The walk conducts still higher, to a spot where the cascade is far under the observer's feet, and here the view is even finer than that from the lower station. The view from above Torc cascade should not be omitted; it is certainly one of the finest in Ireland.

The Ascent of Mangerton. The distance between Muckross and the summit (2756 feet) is 5 miles. The ascent, which is not very difficult, may be performed on ponies. The views from the various points are very fine. Four miles from Muck-

ross we come to the Devil's Punch Bowl, a tarn 2206 feet above the level of the sea, and more than 2000 above the lakes. It occupies a long oval basin, about 28 acres in extent. On every side but one the tarn is surrounded with shelving cliffs. C. J. Fox is said to have swum round the tarn in 1772. Near the lower bank of the Punch Bowl, not far from the ascending path, there is a fine echo; in fair weather a magnificent view is got on reaching the summit. Those who do not care for such views, or cannot endure fatigue, may ascend the road as far as Drumrourk Hill, behind the Muckcross Hotel, where views of a romantic and agreeable character may be obtained without fatigue.

It is usual to return by the same route. Many, however, will prefer to turn off (under the direction of a guide) to Glenacoppal, or the Glen of the Horse, lying between Mangerton and Stoompa. This lonely glen, which is about 2 miles in length, contains three small lakes, one called O'Donoghue's Ink Bottle from the darkness of its waters.

LOUGH GUITANE is a good lake for an angler, but the scenery around it is dreary, and has nothing in common with the Killarney Lakes.

For excursion to Valencia Island and Waterville Promontory see p. 150, and to Dingle Peninsula p. 152.

LIMERICK

Hotels—The Glentworth; Cruise's; Hanna's (Temperance); The George; Railway.

Railway from Dublin by Great Southern and Western (Kingsbridge), *viâ* Ballybrophy, Roscrea, and Nenagh, or *viâ* Limerick Junction; from Waterford by the Great Southern and Western, *viâ* Clonmel and Limerick Junction; from Cork by Great Southern and Western (Glanmire Station), *viâ* Mallow and Charleville, or *viâ* Limerick Junction; from Galway by the Great Southern and Western, *viâ* Athenry, Gort, and Ennis; by Banagher by Great Southern and Western, thence (in summer) by steamer to Killaloe and train to Limerick.

Steamer to Kilrush by the Lower Shannon; or rail to Foynes, thence by steamer to Kilrush.

Limerick is finely situated on both banks of the Shannon, at the head of the inlet known as the Lower Shannon, 120 miles W.S.W. from Dublin by rail. It is not a sight-city.

The town is supposed to have been the *Regia* of Ptolemy. In the 9th century it became a capital of the Danes, who were expelled from it by Brian Boroinmhe. From 1106 until 1174, when it was conquered by the English, it was the capital of the kings of Thomond or North Munster. The ancient portion of the town still known as Irish Town occupied the western bank of the river. The portion on the island still called English Town was founded in the reign of King John by William de Burgo, who built a strong castle for its defence. In the 15th century its fortifications were extended to include Irish Town. The city in 1651 was taken by General Ireton, and, after an unsuccessful siege by William III. in 1690, it was offered advantageous terms, which were accepted, the city being surrendered to General Ginckell. The Treaty Stone, on which the articles of capitulation are alleged to have been signed, was re-erected in 1865 at the north end of Thomond Bridge. The fortifications of the city were razed in 1760. The prosperity of Limerick dates from the foundation of Newtown-Pery (in which all the principal streets are now situated) by Mr. Sexton Pery in 1769. The various quarters are connected by bridges, as New or Mathew Bridge, named after Father Mathew, the Apostle of Temperance; Thomond Bridge, on the Clare side of which

stands the "Treaty Stone"; and Sarsfield Bridge, formerly Wellesley Bridge, erected in 1831 at a cost of £85,000, with a statue (1855) to Lord Fitzgibbon, who fell in the charge at Balaclava.

NEWTOWN-PERY is laid out almost with the regularity of an American city, the streets being for the most part straight and wide, and crossing each other at right angles. In Richmond Place, generally known as "the Crescent," there is a statue of Daniel O'Connell, erected in 1857; and in the People's Park, about 12 acres in extent, and situated a short distance south-west of the railway station, a lofty Ionic column surmounted by a statue of Spring Rice. At the junction of Glentworth Street with Upper Baker Street there is a handsome clock-tower, erected in 1867 in honour of Alderman Tait. A statue of General Sarsfield was erected in 1881 close to the Roman Catholic Cathedral.

KING JOHN'S CASTLE is one of the most important specimens of the old Norman fortresses now existing in the country, being still in good preservation. Five massive towers are connected by high walls of great thickness and solidity. On the side facing the river the marks of shot and shell, made on the walls centuries ago during the different sieges, are plainly visible from Thomond Bridge. The interior of the castle is occupied by modern barracks.

ST. MARY'S PROTESTANT EPISCOPAL CATHEDRAL, in English Town near Mathew's Bridge, occupies the site of the palace of Donald More O'Brien. The diocese of Limerick dates, however, from the 5th century, but the primitive cathedral, which occupied a site of the present St. Munchin's Church, was destroyed in the 9th century. The cathedral, rebuilt on the new site about 1180, was enlarged in 1207 by the addition of a chancel. It subsequently underwent modifications and alterations of various kinds. The architecture is chiefly Transition Gothic.

St. John's Rom. Cath. Cathedral, in Newtown-Pery, is a beautiful and elaborate building in the First Pointed style, erected in 1860 at a cost of £18,000.

Among other important Rom. Cath. buildings or institutions are the Church and College of the Sacred Heart, presided over by the Jesuit fathers, and the Church of the Redemptorists.

The principal Public Secular Buildings are the town-hall,

the city court-house, the exchange, the custom-house, the linen-hall, and the mechanics' institute.

MANUFACTURES.—Limerick possesses very large flour-mills, and bakeries. After milling the most important business is that of bacon-curing, 350,000 carcasses being cured annually. The salmon-fisheries are very important. The fisheries of the Shannon are owned by the Shannon Fisheries Company. There is scarcely any rod-fishing in the neighbourhood of Limerick available for strangers. For some time the manufacture of gloves was extensively carried on, but the industry has now quite died out. The lace manufacture has been revived and is flourishing. As a shipping-port Limerick occupies the fourth position in Ireland. It has also extensive internal communication by means of the Shannon. In Parliament the city is represented by one member.

Limerick to Kilrush and Kilkee

By steamer on the Shannon to Kilrush (three times weekly all the year, in summer every day), thence by train to Kilkee, or by rail to Foynes, calling at Adare, and from Foynes by steamer and train as above.

Shortly after leaving the quay at Limerick we pass on the left or County Limerick side the demesne of Lord Emly, at the extremity of whose property the rocky eminence of Carrig-o-Gunnel (Rock of Connel), crowned by the picturesque ruins of an ancient castle, forms a prominent object of the landscape. The castle, originally founded by the Knights Templars, was blown up and dismantled after its surrender to the forces of William III. in 1691. On the Clare side, nearly opposite Lord Emly's demesne, are the extensive woods of Cratloe covering the mountain's side. Farther on we pass Dromore Castle, the residence of Lord Limerick, then Castletown and Bushy Island. Scarlet Tower and Beagh Castle, erected as guides to the mariner, are prominent objects in the middle of the river, the former 7 and the latter 18 miles from the city. On the Clare side, before reaching Foynes, we cross the wide estuary of the Fergus, called Lough Fergus. A little above the head of the estuary are Clare Castle and Ennis, the assize

town of County Clare. At Foynes passengers by rail join the steamer, or passengers by the steamer may proceed by rail either to Limerick, or *via* Tralee to Killarney.

Before proceeding further on the voyage down the Shannon it may be convenient to describe, for the benefit of travellers by the railway, the chief places of interest on the route between Limerick and Foynes. By far the most important is

Adare Manor, the seat of the Earl of Dunraven, in the demesne of which is one of the most remarkable assemblages of antiquarian ruins in the kingdom. The village is about half a mile from the station, 11 miles from Limerick, and the manor close by. Tickets for the manor-house can be obtained free of charge at the estate office, Adare. On entering the grounds we pass on the left the ruins of the White Abbey, and see in the distance, also to the left, the tower of the ancient castle with the Augustinian Abbey adjoining. A little farther on we come to a bridge over the Maigne, beyond which we see the tower of the Franciscan Abbey. Making a detour to the left just before reaching the bridge, we arrive in front of Adare Manor, a fine modern structure in the Tudor style. Returning and crossing the bridge we come to the Franciscan Abbey, dating from the 15th century, the most complete and extensive of the ecclesiastical ruins within the grounds. The tower is perfectly entire, and the choir, nave, and south transept, though roofless, are in good preservation. In the centre of the cloisters, which are nearly entire, is an ancient yew tree. The windows present the true Gothic style without any excess of decoration. On the banks of the river, about 200 yards north of the Franciscan Abbey, are the ruins of Desmond Castle. A castle stood here before 1226; it was forfeited to the Crown in 1536 and passed to the Desmonds. It was dismantled by Cromwell. The keep, surrounded by an inner moat, though in a ruined condition, is now carefully preserved, and may be ascended without any real danger by any except very nervous persons. From the summit there is a good view of the demesne. To the east of the castle is a cemetery with some old tombstones. On the opposite side of the river is the Augustinian Abbey, founded in the 14th century, consisting of choir, nave, and tower. The building has been repaired and fitted up as a Protestant Episcopal Church. The mausoleum of the Dunravens adjoins

it. The Black Abbey of the Augustinians was founded in 1315. On the west of the village gates is the White Abbey, founded in 1279 by the first Earl of Kildare for the redemption of Christian slaves from captivity, and dedicated to the Holy Trinity; this was fitted up in 1811 for a Roman Catholic Chapel.

Near **Askeaton** (20½ miles), on the left shore of the Shannon and on an eminence on the west of the river Deelee, is a ruined Franciscan Abbey, founded in 1420 by James, seventh Earl of Desmond. It is in good preservation and contains some interesting tombs. The castle, an ancient stronghold of the Desmonds, was besieged by Sir George Carew in 1574. The garrison withdrew, but before doing so, blew up the greater part of the structure.

At **Foynes** (26½ miles), where we join the steamer, there is a very safe and extensive harbour. Skirting the southern shore, we reach, after a sail of about 5 miles, the small town of **Glin**, near which is the **CASTLE OF GLIN**, the residence of the Knight of Glin. It underwent a long siege during the Desmond rebellion in the reign of Elizabeth, of which evidence may be seen in the bullet marks on the walls. About 2 miles farther down is

TARBERT (*Hotel*: Leslie Arms), a small town, from which **Listowel** may be reached by car. From Listowel we may proceed by rail *viâ* Tralee to Killarney, or by the novel single-rail line (opened 29th February 1888) to the watering-place of **Ballybunnion**, the caves near which are worth exploring. From Tarbert the steamer crosses the estuary to

Kilrush (*Hotel*: Vandeleur Arms), the terminus of our sail, a market and trading town, with a good harbour and pier. At a short distance from the town there are chalybeate springs, and at **Mallagher**, in the neighbourhood, the ruins of a chapel supposed to have been built by St. Senan. Opposite Kilrush, about 1 mile from the shore, is

Scattery Island, where the woman-hating St. Senan founded his monastery. The round tower, 120 feet in height, and still quite entire, is one of the finest in Ireland, and, unlike any other, has its doorway on a level with the ground. The only remains of the "Seven Churches" are portions of the cathedral, and a small building said to have been the oratory of the saint, and into this it is still deemed a violation of

propriety for a woman to enter. The grave of St. Senan is pointed out amongst the ruins. Many tombstones of modern date may also be seen.

Kilkee (*Hotels*: Moore's ; Esplanade ; Royal Marine ; Stella Maris ; Victoria ; West End—season only), on Moore Bay, 9 miles north-west from Kilrush, is reached by train from Kilrush and Ennis. It is one of the most charming watering-places in Ireland, finely situated amid magnificent rock scenery. The bay is sheltered from the waves of the Atlantic by a ledge of the Duganna rocks. The town is built close to the water, along a semicircular strand with a bright, smooth, sandy surface. Baths have been erected near the sea, and there are also chalybeate springs. A very fine Danish fort in the vicinity, 700 ft. in circumference, contains several rooms reached by labyrinthine passages, which are said to be of prehistoric formation.

The **CAVES OF KILKEE** are about 2 miles from the town, and are best visited by boat from the harbour, a fine view being in this way obtained of the cliff scenery along the shore. The arched entrance is about 60 feet in height. On entering it our attention is attracted by the jutting rocks, the stalactites, and the "variety of rich metallic tinges held in solution by the water." As we proceed, the cave gradually diminishes in height, till, at its extremity, nearly 300 feet from the entrance, it is not more than 30 feet high. A small ship's boat can be taken all the way in. Towards the upper end we are in almost total darkness, but on turning the boat the light gradually breaks upon us, making the whole cavern shine and glisten like a fairy retreat.

Kilkee is the nearest town to Loop Head, 3 miles before reaching which the natural bridge of Ross is passed, where the Atlantic waves have carved great arches out of the cliffs. Loop Head itself is also a fine sight.

BALLYBUNION is also a charming watering-place.

Limerick to Castleconnell, Falls of Doonas, Killaloe, and Lough Derg

Castleconnell (Falls of Doonas) may be reached in two ways—by the railway ($9\frac{3}{4}$ m.), or by road (about 8 m.). The railway line is that going to Killaloe by way of Killonan. Visitors who choose this method will have to cross Castleconnell Bridge and walk back about a mile along the river to the Falls.

By road either side of the river may be chosen, but the

usual method is to go on the west side and return *viâ* Castleconnell by the other. Cyclists are advised to keep to the main road until they get to Cloonlara Church, as, if tempted to turn down to the river sooner, the chances are they may inadvertently find themselves well on the way back to Limerick by the rambling roads thereabouts. From Cloonlara turn right and go straight down to the river-side by a gate opening on the grounds of the Angler's Rest, a charming little tea-house of a kind unusual in Ireland. Visitors received for the night in a simple way. Anglers often stay for a considerable time. From here the path to Castleconnell may be followed by the river-side, but this necessitates the negotiation of several stiles.

This walk is through the grounds of Doonass House, the ancient seat of the family of Lord Massy, whose residence, Hermitage, is on the other side of the river; where also a path by the river-side gives a fine view of the Rapids. Before reaching Castleconnell there is a ferry.

By rail Castleconnell and Killaloe may be conveniently visited in one day, but, on account of the train arrangements, it will be necessary, if the excursion is extended to a sail on Lough Derg, to remain one night at Killaloe.

The Falls or Rapids of Doonas are situated in a luxuriant wood, finely contrasting with the dark-coloured rocks on the river's banks and the bed of the stream. The great breadth of the river, and the innumerable rocky islets, some bare and dark, others having stunted trees or shrubs, which interrupt the current, are the chief elements in assisting to convey the peculiar impression of picturesque grandeur which the sight produces. Above the rapids the river is of great depth, and about 300 yards wide.

Castleconnell (*Hotel: The Shannon*) is finely situated on the Shannon, overlooking the famous Falls of Doonas. In the vicinity of the village there is a chalybeate spring, at one time much frequented. The beauty of the scenery still attracts a large number of visitors in summer. The village takes its name from an old castle of the O'Briens, kings of Munster, crowning a high and solitary rock overlooking the Falls of Doonas. The grandson of Brian Boromhe is said to have been inveigled into the castle by the Prince of Thomond,

who, having put out his eyes, afterwards cruelly murdered him. The castle was subsequently held by Richard de Burgo, the Red Earl of Ulster. In 1688 it held out for King James, but was taken after a siege of two days.

Killaloe (*Hotels* : Lakeside ; Grace's ; Royal ; Shannon View), situated a short distance below Lough Derg, on which there is good fishing, is a very ancient town. It was erected into an Episcopal see in the 5th century, which in the 12th century was united to Roscrea. The Cathedral, chiefly in the Early Pointed style of the latter part of the 12th century, is built in the form of a cross, with a heavy donjon-like tower in the centre. There is a very elaborate Norman door on the south wall of the interior which may perhaps have led to King O'Brien's tomb. St. Moluas's chapel or crypt, adjoining the Cathedral, possesses a stone roof, and is of much older date than the cathedral. The Shannon is crossed by a picturesque old bridge of 12 arches. The town is chiefly dependent on the fisheries, but there are marble and slate quarries in the neighbourhood. There is a regular steamboat route on the Upper Shannon for passengers, as far as Banagher, from the middle of June to the end of September (Shannon Development Co., 30 Molesworth Street, Dublin). It is the paradise of the angler who doesn't mind paying a reasonable price for good sport. The fishing is all preserved with the exception of a strip on the east bank in February and March, and a boat and boatman cost 10s. a day. The season lasts from February to October, inclusive. Salmon-fishing about £1 a day. Enquiries are best made on the spot.

Lough Derg or Dearg is the largest lake in the course of the Shannon, being 23 miles in length, and varying in breadth from 2 to 6 miles, and in depth from 10 feet to 70 or 80 feet. "At its lower extremity, and indeed during a large part of its course, it is bordered by magnificent mountains ; and those in the vicinity of Killaloe, before the lake opens into its greatest width, constitute, with the waters they shelter and enclose, one of the grandest and most beautiful views in Ireland. There is nothing in the Lower Shannon in any way comparable to this scene." Having passed the mound where of yore stood Brian Boromhe's Palace of Kincora, we see on the

right a small island on which is the ruined Castle of Derry. Our attention is next attracted by

INIS CEALTRA, or the Holy Island, about thirty acres in extent, and containing the remains of "seven churches," a round tower, and a very ancient cemetery with inscribed tombstones similar to those at Iona. The island was the home of St. Caimin, who, in the beginning of the 7th century, established here a monastery, which was subsequently much frequented as a school of learning. The most perfect of the ruins is the church to the west of the round tower, which is said to have been rebuilt by Brian Boroimhe after it had been destroyed by the Danes in 834.

Opposite the old Castle of Dromineer, a stronghold of the O'Briens, the Shannon is at its widest, being 13 miles across from Dromineer to Scarriff. Here we obtain a view of the DEVIL'S BIT MOUNTAIN, so called from the curious notch in its outline. According to the tradition it was the devil who bit the piece out of the mountain, but, finding the morsel too hard for his digestion, he is said to have vomited it at Cashel in Tipperary, where it is known as the "Rock of Cashel," which, it is asserted, would exactly fit into the place bitten by the devil.

WILLIAMSTOWN is a great resort of anglers. Farther down is MOUNT SHANNON with a good anglers' hotel; fishing free, man and boat 7s. 6d. a day. The scenery on the lake is here at its best; beautiful creeks and indentations on its margin give variety to every view. The ruins of the Castle of Terryglass, defended by circular towers with loopholes, are to be seen, and adjoining it the deserted monastery mentioned by Adamnan in his *Life of St. Columba*. The monastery was frequently plundered by the Danes. At the outlet of the lake are the ruins of a castle, once the residence of the Burkes, Marquises of Clanricarde, but accidentally destroyed by a fire in which many valuable works of art also perished. On the left or Tipperary side is the mansion of Lord Avonmore, with the well-wooded grounds adjoining it. Shortly after passing on the right the Castle of Ballynasheera, once occupied by General Ireton, we reach the town of

Portumna, now in a somewhat decayed condition, and

possessing the ruins of a monastery and the remains of an ancient castle. The monastery, which belonged to the Dominican friars, was founded on the site of a very ancient Cistercian chapel. The walls are comparatively entire. The council, presided over by the Earl of Strafford, convened for the purpose of establishing His Majesty's claim to the forfeited estates in Connaught, held its sitting in Portumna Castle, but the members having refused to admit the royal claims, were sent to Dublin as prisoners under escort of the sheriff.

We have now fairly left Lough Derg, and are sailing through a country that is sometimes tame, sometimes ugly, not seldom beautiful, but never either grand or picturesque. A few miles above Portumna the Shannon was almost unnavigable until the commissioners deepened the bed of the river. During these operations a number of prehistoric relics were brought to light, such as stone hatchets, bronze spears and swords, iron swords and spear-heads, and even antiquated firelocks.

At Banagher (*Hotel*: M'Intyre's), a market-town on the left bank, the river is crossed by a fine stone bridge of seven arches, completed in 1843, and protected by two towers and a battery. About a mile from the town is the well-known Banagher distillery. In the vicinity are the ruins of GARRY CASTLE, the ancient fortress of the Macloghlans, the last representative of whom, called the "last Irish chief," governed his tenants according to the immemorial laws of Ireland, and practised the modes of life of his ancestors.

Here the steamers stop, and train may be taken to Dublin. Anyone desiring to explore the river farther north will have to do it by private enterprise.

Limerick to Galway by Rail via Ennis, Gort, and Athenry Junction

The line crosses the river Shannon a little above Limerick, and soon skirts on the right the woods of Cratloe, a portion of the extensive natural forests which formerly existed in this district.

BUNRATTY CASTLE, now a police station, was the feudal seat

of the De Clares in the 13th century, and subsequently of the Lords of Thomond. A modern mansion is situated in the neighbouring demesne.

NEWMARKET ($16\frac{3}{4}$ miles) is a small village, with several seats in the vicinity. One of these is Carrigoran House, the mansion of Lady Fitzgerald. Northwards is Dromoland House, the beautiful modern mansion of Lord Inchiquin. About 3 miles from Dromoland is

Quin Abbey (Ardsollus and Quin Station $19\frac{3}{4}$ miles), an extensive and well-preserved ruin, founded by Franciscan friars, and dating, according to some authorities, from the end of the 13th century, while others give the date 1402. It has been restored at great cost. The building is of special interest as having been surrounded by a fortress, either of Norman date or earlier. In the adjoining cemetery there are some ancient monuments.

CLARE CASTLE (23 miles) is an insignificant village, with the ruins of a castle situated on a small island in the river Fergus. The railway passes close to the fine ruins of Clare Abbey, founded in 1195 by Donald O'Brien, King of Munster, for Augustinian canons regular.

Ennis (*Hotels*: Old Ground; Carmody's; others) is the assize town of Co. Clare. It possesses a fine court-house—built of gray marble, in classic style, at a cost of £12,000—and a county lunatic asylum. On the site of the old court-house a column was erected in 1865 to O'Connell, who represented the town in Parliament. The Franciscan Abbey, founded in 1250 by O'Brien, Prince of Thomond, now a ruin, can be seen from the street. [The West Clare Railway passes westward by Corrofin, where there is good fishing in Lough Inchiquin, Ennistymon (station for Lisdoonvarna; see p. 87), and Lehinch, to Kilkee and Kilrush.] The Cliffs of Moher are easily accessible by car from Lehinch. Northward by the main line we pass on our left the ruins of Dromcliffe round tower and church; and on our right Inchicronan Lough, with the ruins of an abbey founded in the 12th century by Donach O'Brien. After passing Loughcutra Castle, overlooking an extensive lake, we arrive at

GORT ($32\frac{3}{4}$ miles), a comparatively prosperous town, with barracks, etc. Three miles south-west is Kilmacduagh, with

ancient abbey, and a round tower 110 feet high, which leans about 2 feet from perpendicular. It was restored in 1878-79, and is now one of the most perfect in Ireland. At Athenry Junction ($60\frac{3}{4}$ miles) we join the Midland Great Western Railway for Galway, or may proceed northwards to Tuam.

Dublin to Galway

Maynooth (Leinster Arms Hotel), the seat of the well-known R. Cath. College, is 15 m. from Dublin by the Midland Great Western Railway. The Royal Canal passes the village, which consists chiefly of one tolerably wide street. At the one end of the street is the entrance to Carton, the beautiful and extensive demesne of the Duke of Leinster, which is open to the public on week-days; at the other end is the Royal College of St. Patrick, and adjoining it the ruined castle of the Fitzgeralds. The COLLEGE is a fine Gothic structure with two quadrangles, extended and improved in 1846 from the designs of Pugin. It has accommodation for over 500 students. The cloister is a fine specimen of Early English. The hall is a spacious and beautiful apartment, and there is a large library. The college was instituted by the Irish Parliament in 1795 to provide education for candidates for the priesthood in the R. Cath. Church, on account of the difficulty, during the continental wars, of Irish students frequenting the foreign universities. More than half the R. Cath. Clergy of Ireland now receive at it their education. Formerly it obtained an annual parliamentary grant of £26,000; but at the disestablishment of the Irish Church in 1869 this was commuted by the payment of a capital sum fourteen times its amount. It is also supported by private donations and bequests, in addition to the entrance fees of the students. The CASTLE of Maynooth, adjoining the college, was founded in 1176 by Maurice Fitzgerald, repaired and strengthened in 1426 by John Fitzgerald, sixth Earl of Kildare. It was taken from Thomas Fitzgerald by Sir William Brereton, in the reign of Henry VIII., but was afterwards restored to the family. The keep and several of the towers still remain, as well as the surrounding fosse. The Protestant Episcopal Church, erected in the

beginning of the 16th century by Earl Gerald Fitzgerald, has an imposing tower.

The round tower of Taghadoe is 2 miles to the north of Maynooth. At Enfield a branch line passes to Carbery (6½ miles), where are the ruins of a castle built by the Berminghams in the 12th century; and to Edenderry (11 miles), near which is the source of the Boyne, which we cross a few miles before passing the hill of Down on the right. For some distance we traverse the Bog of Allen.

Mullingar (*Hotels*: Greville Arms; Brophil's), the assize town of Westmeath, 50 miles N.W. of Dublin, is situated in the centre of a level country, relieved by lakes with finely wooded banks. The Royal Canal here branches off to Longford. Although a priory for canons regular was founded at Mullingar in 1227, the town is destitute of antiquarian interest. The Roman Catholic Cathedral, with the bishop's residence, and the Protestant Episcopal Church, are the most interesting buildings. It is a military station, and carries on a large trade in agricultural produce; its fairs for horses and cattle being of considerable importance. On account of the neighbouring lakes, Ennel or Belvedere, Owel, Derevaragh, and Sheelin, it is much frequented by anglers, the fishings being free. Brown trout, generally of a medium size, are very plentiful, and very large pike are not unfrequently caught.

At Mullingar the railway branches off for Sligo, and for Cavan, Enniskillen, and Londonderry. The line to Galway bends in a southerly direction. The country becomes wilder and more irregular until we reach

Athlone (*Hotel*: the Prince of Wales), a market town and important military station, on both sides of the Shannon. The hotel and the principal modern buildings are on the eastern or Westmeath side of the Shannon, but the castle is at the bridge on the Roscommon side. It is also of importance to bear in mind that the station of the Great Southern and Western Railway (for Clara, Tullamore, Portarlinton, etc.) is on the Westmeath side, and the station of the Midland Great Western (for Galway, and for Westport and Ballina) is on the Roscommon side. The passenger steamers no longer come to Athlone, but stop at Banagher. The railway bridge across the Shannon is one of the most important viaducts

on the Midland Great Western Railway system. The stone bridge for vehicular traffic was opened in 1844. The fortified works near the Midland Great Western Station include an ordnance store and magazines defended by strong batteries. On a hill to the east of the town is the Convent of the Sacred Heart, a very extensive building. A little to the west of it is St. Mary's R. Cath. Church, with a handsome spire. The Franciscan Convent in Friar Lane was reconstructed in 1884. The town possesses flour, wool, and saw-mills. By steamers on the Shannon a considerable trade is carried on, with both Limerick and Dublin. Salmon and trout fishing by rod is free on the Shannon below the town, and on Lough Ree above it. It is not an uncommon custom for anglers and others to camp out for weeks on the islands of the Lough. On the banks of the Shannon there is also an extensive range of free shooting, including snipe, duck, and hares. Full and accurate particulars regarding both the shooting and fishing may be learned from Francis Brown, fisherman.

Lough Ree, a smaller lake than Lough Derg, being but 17 miles in length, and nowhere exceeding 7 in width, was formerly called Lough Ribh, and sometimes Great Lough Allen. A boat for visiting Lough Ree may be hired at Athlone, with or without rowers. The numerous promontories, bays, and creeks of the lake greatly add to the charm and variety of its scenery. Some of the islands are beautiful; on Church Island there are some very old ecclesiastical ruins.

Athlone is the most convenient station for visiting Lissoy, the supposed scene of Goldsmith's "Deserted Village"; and the celebrated ecclesiastical ruins of Clonmacnois.

Lissoy, or **Auburn**, as it is sometimes called from the name in Goldsmith's poem, is 8 miles from Athlone on the road to Longford. The car fare is 6d per mile, or 1s. per hour, but a clear understanding should be come to with the driver beforehand regarding the whole sum expected, including the driver's fee. Goldsmith was not born at Lissoy, as is sometimes stated, but either at Pallas, Forgney, or Elphin, which Dr. Stokes favours most. At the former place he, however, spent the most interesting period of his early years.

Clonmacnois, famous for its ecclesiastical ruins, may be visited from Athlone, either by road (13 miles) or by river (8½

miles). The latter is decidedly preferable, as the road is neither very good nor specially interesting. Boats may be had for hire at the Westmeath side of the bridge. The river is so broad that a sail can generally be used for a portion of the way. The journey there and back occupies about three hours. Clonmacnois may be regarded as the cradle of the ancient art and learning of the country, and for a long time was the chief seat of its religion. The monastery was founded by St. Cearan about the year 544, and from an early period became famous as a school of learning. The building was devastated and completely plundered in 1552, but many of the relics are still preserved in the museum of the Royal Irish Academy. The Cathedral or great church was erected in the beginning of the 10th century; and although reconstructed in the beginning of the 14th century, it still retains fragments of the earlier building in the sandstone capitals of the great western doorway. The southern doorway, belonging to the later period, exhibits some good carving, including figures of St. Patrick in his pontifical robes, and of St. Francis and St. Dominick. From a very early period Clonmacnois continued to be the seat of a bishopric, till it was united to that of Meath in the 16th century. The splendid stone cross of Abbot Colman, whose name and that of the monarch Flann appear upon it, is supposed by Dr. Petrie, from the sculptures on the west side of it, to be commemorative of the erection of the great church to the honour of St. Cearan. One of the most remarkable of the other churches is Temple Finghin, at the water's edge, of which the chancel and the round tower are the only remains. The tower is 56 feet in height and 49 feet in circumference. It is built of ashlar masonry, the conical roof exhibiting the only specimen of herring-bone ashlar in any round tower in Ireland. The church was in existence some time before 1015. It afterwards became the burial-place of the M'Carthy family. The other round tower to the south-west of the cathedral is called O'Rorke's Belfry, in allusion to Fingal O'Rorke, king of Connaught, but whether it was erected by O'Rorke or at a later period is uncertain, although it was finished in 1124. Temple Conor, erected by Cathal, the son of Conor, king of Connaught, in the beginning of the 11th century, and now used as the Protestant Episcopal church, still retains its original doorway. The small church or oratory of St. Cearan

is supposed to be the burial-place of the saint. The holy well of St. Cearan is annually visited by pilgrims from all parts of Ireland. Besides the two large stone crosses, there are in the cemetery nearly 150 ancient sepulchral slabs. There is also, south of the cathedral, a modern tombstone to James Egan, who died 6th August 1822, aged 112. To the south of the ecclesiastical buildings is King O'Melaghlin's Chapel. About half a mile north-east of the cemetery is the beautiful nun's church, or Religina-Cailleach, erected by Queen Devorgilla, wife of O'Rorke, king of Connaught. It was completed in 1167. It consists of nave and chancel, and has lately undergone restoration. Of the ancient city of Clonmacnoise there are now no remains.

Ballinasloe (*Hotels*: Hayden's; May's) stands on the Suck, and is noted for its great October cattle and sheep fair, one of the largest in the kingdom, contains a large Agricultural Hall. A castle erected here early in the 16th century has mostly crumbled away. The town is the property of the Earl of Clancarty, whose mansion, Garbally Castle, with its beautiful demesne, adjoins the town. The grounds are open to the public. Four miles distant is AUGHRIM, the scene of the battle (July 12, 1691) between the forces of William III. under De Ginkell and those of James II. under St. Ruth, in which the latter were completely defeated and their commander slain.

At Ballinasloe we cross the Suck and enter the county of Galway, the second largest in Ireland. It is barren, rugged, and mountainous, and embraces some of the wildest scenery in the country. To the east of Loughs Corrib and Mask, which practically intersect the county from south to north, the surface is either a level champaign or finely diversified with hill and dale. Galway is divided into the three districts of Connemara, Jar-Connaught, and Joyce's Country, but the term Connemara is sometimes applied to the whole district. To the west of Lough Corrib there are some 130 lakes, about 25 of which are more than a mile in length.

The next station is Woodlawn, with an interesting old church. Shortly before reaching it we pass on the right the ruins of Kilconnel Abbey. Thirteen miles from Galway is

Athenry (*Hotel*: Railway, opposite the station), a very ancient town, and the junction for the Tuam and the Ennis and Limerick lines. It is supposed to have been a stronghold

of the Saxons, and is still surrounded by its ancient walls, the north gateway tower being comparatively entire. The Protestant Episcopal church embraces portions of the ancient abbey. There are also the remains of a Dominican monastery surrounded by a Rom. Cath. cemetery. The most extensive and imposing ruins are, however, those of King John's Castle, built by the Berminghams in the 13th century, the principal feature being the quadrangular keep covered with ivy. In the village here is an ancient cross. From Athenry an excursion may be conveniently made by rail northwards to

Tuam (*Hotel: Imperial*), the seat of a Rom. Cath. archbishopric, and a see in the Protestant Episcopal Church. An abbey is believed to have been founded at Tuam in 487, which was in the 6th century converted by St. Jarlath into a cathedral. This building, the Protestant Episcopal Cathedral of St. Mary, has been restored, the old cross, chancel, and mouldings being preserved. The chancel-arch of the ancient building, now forming the great doorway of the renovated church, is an elaborately-decorated specimen of the ancient Romanesque. The Rom. Cath. Cathedral, in the pointed Gothic style, erected at a cost of £18,000, is one of the finest modern Rom. Cath. buildings in Ireland. Adjoining it is the Rom. Cath. College of St. Jarlath, usually called the New College, formed in 1814 for the education of candidates for the priesthood, and presided over by the titular archbishop. To the west of the Cathedral are the archbishop's palace and a convent of Presentation nuns. In front of the Cathedral there are statues of Archbishop M'Hale 1875, and of William Burke 1873, the latter of whom bequeathed large sums of money for charitable and religious purposes. In the town square is a cross bearing date 1150, standing just in front of the Town Hall. Tuam may also be reached from Sligo and Claremorris by rail.

Resuming our railway journey at Athenry we shortly afterwards pass the castle of Derrydonnell on the left. At Oranmore we begin to skirt Galway Bay, of which we obtain a magnificent view, and, crossing Lough Athalia by a swivel bridge 154 feet in length, we arrive at Galway.

Galway

HOTELS—The Railway at the Station ; Mack's Royal.

Distance from Dublin 126½ miles.

Galway to Clifden by rail *via* Oughterard.

Steamers—Galway to Cong—make inquiry as to steamers ; to and from Ballyvaghan three times a week in summer ; on Tuesdays, Thursdays, and Saturdays to the Aran Islands. For correct dates and hours of sailing see Galway Steamboat Co.'s time-tables.

Almost nothing is known of the history of Galway until the arrival of the English, when the town and adjoining district were under the protection of O'Flaherty. In the 13th century it was given to the De Burgos, who surrounded it with walls and made it the residence of a number of enterprising settlers, the principal families of whom were known as the "tribes" of Galway. Very soon it acquired great commercial importance, and began to be much frequented by Spanish merchants. To the intercourse with Spain are ascribed certain architectural peculiarities still to be seen among the older buildings. After the surrender of the town to the Parliamentary forces in 1691 most of the inhabitants were expelled and their places taken by "Adventurers" from England. Among the old "tribes" the most influential were the Lynches. In 1442 Edmund Lynch Fitz-Thomas, erected a bridge called "The West Bridge," which has since been rebuilt. In 1462 Gorman Lynch was in possession of a patent for coining money in Galway. James Lynch Fitz-Stephen, who in 1493 held the office of mayor, "built the choir of St. Nicholas's Church at the west end, and put painted glass in the windows."

Galway is admirably situated for commercial purposes, and possesses all the natural advantages necessary for development into a first-class port. It was once hoped to secure a Transatlantic service, but the project failed, and much money would be required to make it feasible. The general trade of the port is, however, inconsiderable, and for some years has been diminishing. The town possesses meal-mills and a jute factory. The deep-sea fisheries are in a languishing condition, although the fishing-grounds in the bay are as good as any in the kingdom. There is a valuable salmon-fishery in Lough Corrib ; sportsmen may obtain liberty to fish on easy terms. Trout-fishing is granted on the river ; free on lake. A canal passing through the town connects the harbour with

Lough Corrib. Galway presents a curious combination of dilapidation and decay, with signs of improvement and comparative prosperity. On many houses in the older and meaner parts of the town may be seen sculptured façades and coats of arms, in curious contrast with the surrounding squalor. The most entire of these antique dwellings is "Lynch's Castle," in Shop Street, the ground-floor of which is occupied as a grocery store. The windows and doors are ornamented with sculptures, and the roof is furnished with gargoyles to throw off the water. The walls of the town, which dated from 1270, were removed in the 19th century, but some portions still remain, the archway at the quay being specially worthy of notice. In the centre of the town is the spacious Eyre Square, planted with trees. Note the ancient doorway used as an entrance on the north-west side.

THE COLLEGIATE CHURCH OF ST. NICHOLAS is a fine old building, cruciform in shape, dating from the 14th century, but restored and altered at different dates, and now in very good preservation. It is 152 feet in length by 126 feet in breadth. In the churchyard and in the interior of the building there are several interesting old monuments. In the wall of the churchyard are the "cross-bones," restored in 1854 to their old position on the spot where James Lynch Fitz-Stephen "executed his own guilty son Walter."

UNIVERSITY COLLEGE is situated about half a mile north-west of the town. The building, opened in 1849, is in the Tudor style, the material being gray Mountain Limestone. It is quadrangular in form, and has an elegant cupola in the centre of the chief front facing the town. Museums are attached to the principal medical departments. The College Library contains 20,000 volumes, chiefly medical works. Medical students obtain practical experience in the Galway County Infirmary and in the Town Hospital. The Diocesan College is of the same material as the University.

THE CLADDAGH (Irish *Cladach*, the sea-shore or strand) is the name given to that part of Galway adjoining the harbour, and inhabited by about 4000 fishermen. They may be regarded as representing the original Celtic inhabitants of the town, as they have never intermarried with the Saxon and Norman colonists introduced at different periods. Formerly they were

recognised as a distinct community, with their own magistrate or mayor, called the "chief man," who acted as adviser in all their affairs. The election of the "chief man" took place on the eve of St. John, the mock ceremony being accompanied with tumultuous rejoicing. The community had various singular customs. A bride received as her dowry a boat, or share of a boat, according to the means of the parents. The marriage ring is an heirloom passing from mother to daughter. It is of gold, and often decorated with a heart supported by two hands. The wedding ring known as the "Claddagh Ring" is of excellent design and may be obtained from local jewellers. On certain days, regarded by them as unlucky, not even the presence in the bay of the most miraculous shoals of fishes would tempt them to put to sea. The dress of the women is picturesque, consisting of a bright red woollen petticoat, an apron, and a black cloak thrown over the head and shoulders in Spanish mantilla fashion.

SALTHILL, about a mile and a half west of Galway, is much frequented in summer on account of its sea-bathing. It is connected with Galway by tram-car, and in connection with the hotel there is an extensive suite of public baths.

GALWAY BAY is the finest inlet on the whole Irish coast. Its length between Kilcolgan Point and the middle of the North Sound is over 30 miles, and its width at the mouth between Travor Bay and Hag's Head about 20 miles. Across its entrance are the three isles of Aran, stretching from north-west to south-east, to which a steamer sails three times a week. The islands are composed chiefly of limestone rocks, and present to the western ocean a bold and precipitous front, the highest elevation of Aranmore or Inishmore (an inn at Kiltonan) being 354 feet, of Inishmaan 259 feet, and of Inisheer 202 feet. The rocks are frequented by sea-birds in immense numbers. The inhabitants retain many primitive customs, and still wear the primitive Celtic sandal of cow-hide. The principal interest of the islands is in their remarkable antiquarian ruins. On Aranmore there is a remarkable old fortress called Dun Ængus, from Ængus of the Humarian family, who flourished a little before the birth of Christ, under Mauda, Queen of Connaught. It is one of the most extensive of the ancient duns now in existence.

There are several other forts of similar construction on the islands. A church and monastery of St. Enda were erected on Aranmore about the end of the 5th century. There are a number of very old ecclesiastical buildings, all comparatively small, and also remains of the beehive cells, or homes of the anchorites who formerly inhabited the islands. Sculptured pillar-stones, crosses, and sepulchral slabs, with very early Christian inscriptions, are the principal other antiquarian remains.

Galway to the Burren of Clare, Lisdoonvarna, etc.

Steamer three times a week to Ballyvaghan. By West Clare Railway from Ennis Junction.

The Burren of Clare, to the north of Lisdoonvarna, is formed chiefly of terraced hills, rising gradually to a height of 800 to 1000 feet, and composed entirely of bare limestone rock of pale gray colour—the carboniferous limestone of geologists. Deep valleys penetrate this high limestone ground both from Galway Bay on the north and from the low country on the east, towards which a line of lofty cliffs looks down, like those on the north. Glen Columbkil is the most remarkable of the valleys on the east of the Burren highlands. What makes these valleys so remarkable is the bareness of the limestone rocks which surround them. They look like vast artificial amphitheatres rising in regular steps and terraces of stone, receding here and advancing there, till the long parallel lines of stratification fade away in the blue haze of the distance. The isolated hills are like great fortifications surrounded by regular bastions and walls rising one above another, till each terminates in a small citadel crowning the summit of the hill. The fissures are lined with the most splendid ferns and other plants—the delicate maiden-hair fern being found here as well as on the Aran Islands, together with several other species of plants very rarely to be met with in other parts of the British Islands.

After reaching Ballyvaghan we may, instead of proceeding direct to Lisdoonvarna, hire a car for a drive (about 9 miles) to

Corcomroe Abbey, founded by the O'Briens about the end of the 12th century,—one of the finest of the ruined abbeys of Ireland. It contains the stone effigy of Connor O'Brien, its supposed founder, dating from the end of the 13th or beginning of the 14th century. The journey may be continued from Corcomroe to Lisdoonvarna.

The distance from Ballyvaghan to Lisdoonvarna by the direct route is about 9 miles, and cars from the Lisdoonvarna hotels wait the arrival of the steamer (fare 2s.) Winding upwards by the famous "Corkscrew Road," a magnificent view is obtained of the Aran Islands and the Connemara mountains.

Lisdoonvarna (*Hotels*: Thomond House; Imperial; Queen's; car from Ennistymon Station—7 miles—on the West Clare Railway), one of the most frequented spas of Ireland, and rapidly increasing in popularity. It is not in any way a tourist place, but extraordinarily beneficial to invalids, especially those suffering from arthritis or rheumatism. Chalybeate, sulphur, and iron springs here come to the surface. There is a bath-house, and the air is unequalled. To the sea-shore at Ballaghaline, where sea-bathing may be had, the distance is only 4 miles. Kilfenora, about 5 miles south of Lisdoonvarna, is of interest from its ruined church and some beautifully-sculptured crosses.

The road from Lisdoonvarna to the **Cliffs of Moher** is about 7 miles. These cliffs extend for 2 or 3 miles, and rise at one part to a height of 668 feet above the sea as an absolutely vertical wall. At some of the points where the best views are obtained fences have been erected, so that we may in security look down on the waves 650 feet below. One or two projecting crags rise half-way up from the water, forming the roosting-place of innumerable sea-birds, in catching which the natives sometimes perform remarkable feats of daring. About a mile north of the highest point a narrow winding path gives access in fine weather to the foot of the precipices. Continuing for another 6 miles down to and along the side of Liscannor Bay we should come to **Lehinch** (*Hotels*: Golf Links; Kerin's), the next station to Ennistymon on the West Clare Railway. This is rapidly rising in popularity as a golfing place; there is a particularly fine course of 18 holes among the sandhills. The large hotel

is built in Norwegian style and aims at exclusiveness—a luxury for those who can afford it. From Lehinch the railway proceeds southwards, affording occasional views of Liscannor Bay. About 2 miles to the west of Miltown Malbay is Spanish Point, where several vessels of the Spanish Armada were wrecked. The route southward as regards scenery does not call for special remark. From Doonbeg Bay the line turns inland and runs to Moyarta Junction, from whence it is about equal distance to Kilkee and Kilrush (see p. 71). The change at the junction is sometimes for one and sometimes for the other place.

The Western Highlands of Connemara

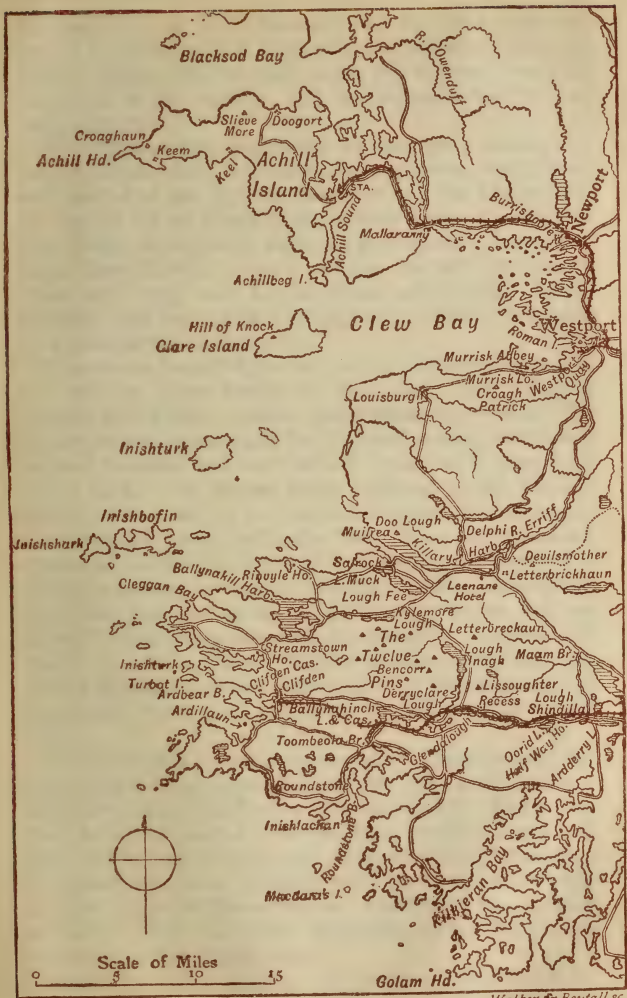
- I. Galway to Recess and Clifden by rail. From Recess or Clifden to Westport by mail or hired car, visiting on the way Leenane, Delphi, Kylemore Pass, and Killery. II. Galway to Recess by steamer on Lough Corrib to Cong, if running, with excursions to Renvyle, Delphi, etc. Hired car from Cong to Maam Cross Station, where the train may be joined; or direct to Leenane.

GALWAY TO CLIFDEN BY RAIL. RECESS TO WESTPORT BY CAR.

CONNEMARA is the western section of County Galway, cut off on the east and north by Lough Corrib, Lough Mask, and Killery Harbour, and bounded on the west by the sea. It has many and varied attractions. It possesses, perhaps, few treasures for the archæologist, and perchance the golfer may too often find the coffee-room carpet his only putting-green, but the walker no less than the artist who explores the beauties of Ballynahinch, the Killery, and the coast, will find some of the finest scenes in Erin; the angler in a happy season, who whips the loughs and streams south of Lough Inagh, will have every variety of water and probably good sport; whilst to those that climb,—without hands,—the Twelve Bens and the Maamturks afford abundance of good mountaineering. The botanist will find nature bountiful here, and to the geologist she is more than generous. Lastly, for the man on wheels we need not do more than quote the opinion of Mr. Mecredy, who declares it “a cyclist’s paradise.”

Oughterard (*Hotels*: Murphy’s; Anglers’; Railway; Monaghan), about 17 miles from Galway. Here there is a

CONNEMARA, WEST



Walker & Boutall sc.

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fish-hatchery. A little distance from the town, near the bridge, the river forms a series of pretty cascades, called the Falls of Feogh. Copper, lead, and a dye mineral have been discovered in the vicinity; and the last-mentioned two are being worked.

Soon after passing Oughterard we enter on a considerable tract of flat moorland, interspersed with numerous small lakes, and guarded on the right by Maamturk and the Twelve Pins. On the left we see Lough Bofin, a small sheet of water, and then Lough Ardery, after which we gain Butler's Lodge, now Maam Cross Station, where a road on the right diverges to Maam and Cong, and Loughs Mask and Corrib. Lough Shindella, and Lough Orid with Orid Hill, 1178 feet in height, are a little farther on to the left.

The famous Pass of Kylemore may be visited by turning to the right at Recess Station by Glen Inagh, and thence to Leenane and Killery, without going round by Clifden. We are now at the beginning of the highland scenery, and varied vistas of mountain and lake disclose themselves at every bend of the road. The **Recess Hotel** (Midland Great Western Railway, first-class), on the north-east shore of Glendalough, is situated just under the Twelve Pins. From here the ascent of Lissoughter (1314 feet) should be made, on account of the extensive views to be obtained from the summit. Cashel Hill (1027 feet) may also be ascended from near Recess, but, on account of the boggy nature of the ground, it would be advisable to have a guide. Visitors staying at the hotel are allowed fishing on certain lakes rented by the Company, and occasionally beats may be rented on Ballynahinch at £1 a day.

If we proceed to Kylemore by the valley of Lough Inagh, our road passes between Lissoughter, on the right, and Derryclare (2220 feet), one of the Twelve Pins, on the left. Farther up the vale, we may ascend Letterbreckaun, from the summit of which can be seen Lough Inagh, Kylemore Lough, Lough Fee, the Greater and Lesser Killeries, with numerous other sheets of water in glens of the mountains. The Twelve Pins are seen on the one side, the Maam Mountains on the other, and between them the distant ocean.

Should we decide to adopt the farther journey round by

Clifden, we continue from Recess under the shadow of the Twelve Pins by rail.

The TWELVE PINS, which are the chief features in the scenery at Glendalough, are not so frequently ascended as they might be. These fine dome-shaped mountains are composed of immense arches of quartzite, their sides being sometimes polished smooth by former glacial action, so that in the sunlight they glitter like burnished gold.

Ballynahinch was for centuries the seat of the Martins. It was a common phrase among the peasantry that "Colonel Martin was the best Martin that ever *reigned*," clearly denoting the almost regal power of the family, who possessed about 200,000 acres of ground in this country. The mansion stands about 3 miles from the road, on the southern extremity of the lake, and is almost completely screened with wood.

About 6 miles south of Recess at **Cashel** is the *Zetland Arms Hotel*, known far and wide among anglers. It is on the edge of a sea-loch. The proprietor, Mr. O'Loughlen, rents some loughs from the renowned Cashel Fishery, and has eight beats for rods. Continuing from here by way of **Toombeola Bridge** we should arrive at the village of **Roundstone** (*Hotel*), a favourite haunt of artists. Roundstone possesses a safe harbour, sheltered by Innislacken island, at the mouth of the bay. MacDara island has a very ancient church, with some old crosses. From Roundstone, Urrisbeg Mountain (987 feet) may be ascended for the picturesque view it gives of the headlands and islands on the coast. The direct journey to Clifden passes by the north side of

Clifden (*Hotels*: Railway; Lyden's; M'Donnell's), which is the terminus of the railway at present. The town is quite modern; its prosperity is owing to Mr. D'Arcy, who first pointed out its advantageous site, on a ridge of mountains at the head of the Bay of Ardbear, and facing the wide Atlantic, of which a fine view may be had from the neighbouring hills. The town has a well-attended market, and the extensive oyster-beds in the bay have attained a considerable fame. The stream which issues from the Twelve Pins forms near the town a fine waterfall. Three miles south is a Marconi station.

CLIFDEN CASTLE, formerly the residence of the D'Arcys, is

distant about 2 miles from the town on the north side of the bay. The road to it lies along the sea-shore. The D'Arcys who had done so much to improve this portion of Connemara, became so reduced by their liberality as to be compelled to sell their property. Additions have recently been made to the castle and the grounds improved.

Continuing past the castle we may go on to Kingstown, where a boat may be hired to visit the island of Ardillaun, on which are a number of early ecclesiastical remains, including some beehive houses of the early anchorites. About fifteen minutes' walk from Clifden is Cloughanard Hill (420 feet), from which a fine view of the town, bay, and surrounding mountains is obtained, especially in the early morning.

When we resume the journey by car from Clifden to Westport our road runs through a wild and rocky country, with glimpses of mountain ravines, varied views of the Atlantic, and a pleasing alternation of hill and valley. Some distance from Letterfrack we arrive on the crest of a hill, from which a magnificent view is obtained of the valley in which the village stands, and of the Kylemore hills which close it in.

Letterfrack (O'Grady's Hotel) is a small hamlet which owes its prosperity to the Brothers, who have reclaimed a great part of the surrounding country. From near Letterfrack Diamond Hill may be ascended, which commands a very extensive and varied prospect.

On **Kylemore Lake**, which is nearly 2 miles in length, is the modern castellated residence of the Duke of Manchester. The scenery surrounding this small lake, which fills up the whole space between two parallel ranges of lofty precipitous mountains, not more than half a mile apart, is as romantic and beautiful as any in the west of Ireland. To the south of it towers Bennabeola, one of the Twelve Pins; on the north rises Garraun (1973 feet); and on the east is Maamturk. In all, the Pass of Kylemore is about 3 miles in length and walled on both sides with precipitous rocks, on the lower slopes of which is a dense wood, part of the original forest from which the pass takes its name, Kylemore, meaning "the great wood."

Instead of proceeding direct to Leenane, an excursion may be made on foot or ponies through Glen Fee, past Loughs Fee and Muck, to the Pass of Salruck, from the highest point of which

a singular view is obtained of the two Killery Bays, with their broken shores and rocky islets. Six miles from Salruck we cross to Delphi, which is 3 miles distant from Leenane, the whole distance being about 19 miles.

By the direct route the drive may be continued from Letterfrack to Leenane, whence an excursion similar to the one described may be made in reverse order.

At **Renvyle House Hotel**, 5 miles from Letterfrack, there is a fine shore for sea-bathing. Besides sea and trout fishing, good mixed shooting may be obtained, a golf links, and splendid air and views completing the attractions. At Blackwater Bridge the rock formation is worthy of the attention of geologists.

LEENANE (Killery Bay Hotel) is situated on the south side of

The **Killery**, an arm of the sea about 10 miles in length and not more than half a mile in breadth. The wild and rugged aspect of the mountains which bar it in lend to it a picturesque and impressive grandeur entirely its own. From Leenane Delphi, situated on the north side of the bay, may be reached by rowing across the lake to Delphi Lodge at the foot of Doo Lough, 2 miles in length, and picturesquely surrounded with mountains. The sides of the hill, as they ascend from the small lake, assume a tortuous and wavy form, and between each wave of the uprising stratification is the fresh green grass tinting the gray sides of the mountain.

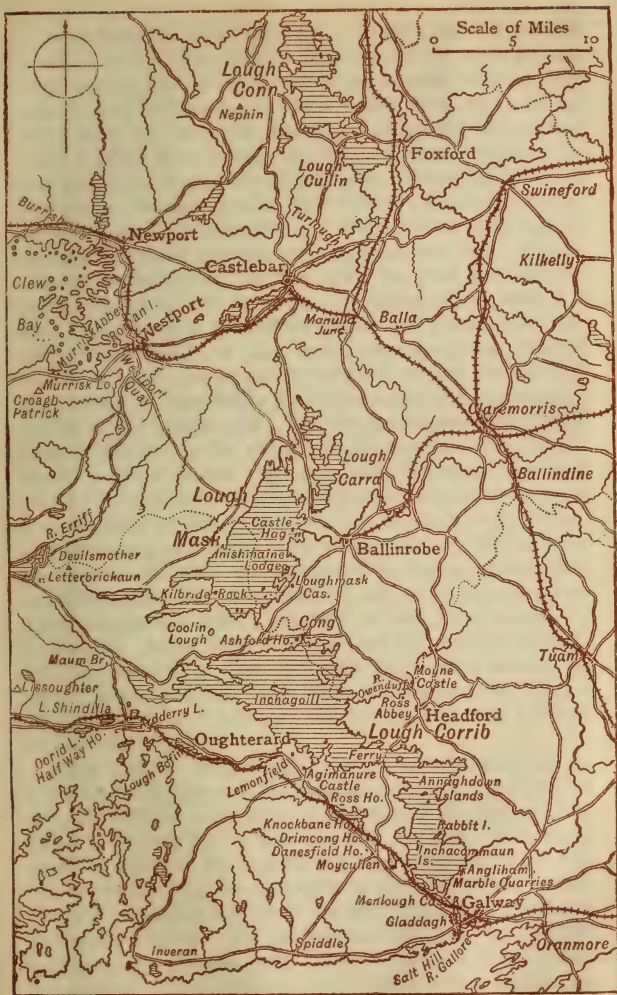
From Leenane we may return to Galway by Maam, Cong, and Lough Corrib. The district surrounding Leenane is the centre of what is known as **JOYCE'S COUNTRY**, comprehending the north of the county of Galway, and including in its area Killery, part of Lough Corrib, Lough Mask, and the group of the Maamturk Mountains. The first Joyce is said to have come to Ireland in the reign of Edward I., and acquired extensive property in Jar-Connaught. The Joyces have the reputation of being the tallest and strongest people in Ireland.

GALWAY TO CLIFDEN, BY STEAMER ON LOUGH CORRIB TO CONG, AND THEN BY HIRED CAR TO MAAM CROSS STATION.

A steamer makes one journey each way on Lough Corrib daily.¹

¹ There is good fishing at the Kilbeg portion of Lough Corrib, and a good trout stream, the Owenduff, or Black River, runs north of Ross Abbey, excellent in June and July. Fishing is free on Lough Corrib and Black River.

CONNEMARA, EAST



Walker & Boultall scul.

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Lough Corrib is about 25 miles in length, and its greatest breadth 8 miles. The country adjoining the shores is flat and uninteresting, but numerous rocky islets, some clothed with stunted trees, lend picturesqueness to the scene, while to the north-west are seen the towering Connemara Mountains. About 8 miles from Galway the lake contracts considerably, so as almost to give the idea of two lakes. Steaming down the Corrib river, we pass, 1 mile from Galway, Menlough Castle, now a ruin (Sir Valentine Blake). Shortly after entering the lake the celebrated quarries of Anglyham are seen. Six or seven miles farther on, on the right, we pass Annaghdown Castle and Abbey, both in ruins. At Kilbeg, where there is a ferry, a road leads to **HEADFORD** (Hotel and posting establishment—Macormack's), a clean and prosperous town, about 1 mile from which, picturesquely situated on the Owenduff, is **ROSS ABBEY**, in remarkably fine preservation, and containing a number of old monuments. The key is obtained at the farmhouse on the way to the abbey. To the north of the abbey is the old castle of Moyne. After we enter the upper reaches of the lake the islands become more numerous, some of them being of considerable extent. On **INCHAGOIL**, **LUGNAT**, or **LUGNALD**, a contemporary and friend of St. Patrick took up his residence. His pillar stone, with the inscription in Roman characters—**LIE LUGNAEDON MACC LMENUEH**, is still to be seen, and near it the remains of a church supposed to have been founded by St. Patrick. At the head of the loch are the woods of Ashford, with the mansion of Lord Ardilaun peeping out amidst the trees. A car from the hotel meets the steamer, and after a drive of a mile and half past the deer-park of Lord Ardilaun we reach the village of

Cong (*Hotels*: both small), where are the remains of one of the finest old abbeys in the kingdom, situated in the grounds of Lord Ardilaun, and partly occupied as a R. Cath. churchyard: a separate key is kept for each division. The abbey owns its origin to St. Fechan, and originally dates from 624, but, as the building was destroyed by fire in 1114, the portion of it now remaining belongs to the later date, being principally Decorated Norman. The entrance gateway is a very beautiful example of the Norman arch. The cloisters, which are within the grounds of Lord Ardilaun, have been restored, and various

sculptured stones which formerly lay in scattered heaps have been collected, and as far as possible reset. Above the east gate at the abbey bridge is the head of the last R. Cath. abbot, and above the west gate the head of Maurice O'Connor, son of Roderick. The fishery of the abbey is at the bridge. In the R. Cath. churchyard are pointed out the monuments of five abbots, and also the monument of Roderick O'Connor, who, however, was undoubtedly interred at Clonmacnois. Roderick is said to have retired to the monastery of Cong after the overthrow of his power, and to have lived for fifteen years within its walls.

The "Cross of Cong" was sold to Professor M'Cullagh of Trinity College, Dublin, for £100, that it might be preserved in the Royal Irish Academy. It is made of silver, richly chased and washed with gold, and indicates a very advanced state of art in the country at the time when it was made, which was early in the 12th century, in the reign of Therdelach Ua Conchovar (or Turlogh O'Connor), father of Roderick, the last king of Connaught. It is studded with imitations of precious stones. The central crystal is surmounted by an elegant ornament in gold; and all the rest of the cross, both before and behind, is richly adorned with tracery known as distinctively Irish. The date is supplied by the Gaelic inscriptions, extremely clear and well cut, which cover the silver edge of the cross, and which, besides giving the names of the king and of a contemporary dignitary of the church, preserve that of the artist himself. A Latin inscription informs us that it contains a portion of the "true cross"; and this circumstance will account for the veneration in which it has been held for ages.

The demesne of ASHFORD, adjoining Cong, is open to visitors, by tickets to be obtained in the village. The grounds are finely laid out, and there are large herds of red and fallow deer. The mansion-house is an extensive pile of buildings in the castellated style, the materials being white granite and gray Mountain Limestone.

Loughs Corrib and Mask are joined by a river, which for three-fourths of its course has a subterranean passage. An attempt was made to connect the lakes by a canal, but the porous character of the limestone rendered the enterprise abortive, after enormous sums of money had been expended on

it. It is indeed this characteristic of the limestone that explains the subterranean passage made by the river.¹ At various places there are openings where the course of the river may be seen. The one which affords the fullest view is situated a little to the east of the village. In other cases an entrance may be made by a natural cavern to the edge of the subterranean river. The most remarkable of these caverns is

THE PIGEON-HOLE (Pollna-g-columb), so called from the fact that it was at one time frequented by pigeons. The Pigeon-Hole may be reached through Lord Ardillaun's grounds, or by the public road, the distance from Cong being about a mile. The descent to the cavern is made by a flight of sixty steps. A woman from a neighbouring cottage generally follows visitors into the cavern, and lights it up with a flambeau, with the aid of which we can see the glistening of the water in the recesses of the cavern. In winter, when the river is in flood, it covers the floor at the foot of the steps, so that there is no standing room beyond them. There are other caverns, but none provided with steps. The general effect is that of a quarry, and looking up from the gloomy depths into the shining foliage far above produces a curious sensation.

The distance from Cong to Leenane is about 24 miles. For a considerable distance we skirt the shores of Lough Corrib, of which, as well as Lough Mask to the north, good views are obtained, the foreground being shut in by the Mayo and Connemara Mountains. Two miles from Cong a side road leads to the spot where the carriage of Lord Mountmorres was fired on by disguised peasants. There is a good inn at MAAM, beautifully situated at the head of Lough Corrib, and at the gateway to the mountainous scenery of Connemara. From Maam we may either turn to the left to Recess, or continue to Leenane through a wild country by the course of the river Bealanabrack. From Cong a pleasant excursion may be made to Lough Mask, and the journey continued by private car by the triangle to Westport.

Lough Mask, lying in a direction almost due north and south, is about 10 miles in length, and little more than 4 in breadth. Owing to the proximity of the mountains on the west, the scenery in its vicinity far surpasses that adjoining Lough Corrib. The lake contains upwards of twenty islands, the largest of which is Inishmaan, on which there are remains of

a fort said to have been founded by Eoghan Beul, king of Connaught, in the beginning of the 6th century. The remains of a small but beautiful abbey also exist on the island. The ruins of Mask Castle, a fortress built by the English in 1238, stand on the shore opposite Inishmaan. Near it is the residence of Captain Boycott, well known some years ago in connection with the agrarian disturbances. On an island not far from Ballinrobe are the ruins of a castle of the O'Connors, known as Hag's Castle. It is surrounded by a circular enclosure, and the island on which it stands is said to be artificial. It was destroyed by Sir Richard Bingham in 1586.

Westport by rail from Athlone

The route from Dublin to Athlone has been already sketched on pp. 77-78. Should Athlone be reached by Great Southern and Western Railway, it will be necessary to take a car for the Midland Great Western Station on the Roscommon side of the river. From Athlone to Westport our journey for some distance skirts the western shores of Lough Ree. The first town we pass (18 miles) of special interest is

Roscommon (*Hotels*: The Royal; Mitchell's), the assize town for the county. The court-house, the county gaol, and the county infirmary are the principal modern buildings. The town derives its name from an abbey founded in the 8th century by St. Coenan or Coenanus. Some of the windows remain, but the building, from want of preservation, has within recent years become more ruinous. About the middle of the 13th century a Dominican Friary was also founded by Feidlim O'Connor, king of Connaught, who was interred within its walls, and whose tomb, with mutilated effigy, is still pointed out. It is a very beautiful work of art, in fine Irish marble. The monument represents a mailed recumbent figure lying on an altar-tomb, the sides ornamented with several compartments, in each of which stands a figure mailed and armed. The monument, has, however, undergone severe mutilation. The castle, visible from the railway station, about a quarter of a

mile to the north of the town, was built in 1268, when the office of Justiciary of Ireland was held by Robert D'Ufford. There is, however, no doubt that a fortress of a much earlier date previously occupied the site. The walls, of great thickness, are defended at intervals by large semicircular towers. The building is now a total ruin, although it is said that portions were habitable until the 17th century, when at the period of the Civil War they were set on fire by a party retreating after the battle of Aughrim.

Not including the night-mail, there are from Athlone to Westport three trains a day. Ballyhaunis ($43\frac{3}{4}$ miles) is the best station from which to visit the CHURCH OF KNOCK (8 miles by hired car), where the miracles of healing and supernatural visions attracted large crowds of pilgrims some years ago. Crutches and other relics may be seen at the church, which is still visited by devout Roman Catholics. From Claremorris ($46\frac{3}{4}$ miles), Tuam may be reached by train, and Cong by train to Ballinrobe and thence by car. At Manulla ($47\frac{3}{4}$ miles), a branch line turns northwards to Killala (28 miles). The next important station, 52 miles from Athlone, is the bare and scarcely picturesque

Castlebar (*Hotels*: Imperial; Read's), the county town. In the rebellion of 1798, Castlebar gained notoriety from an engagement between a small French force under General Humbert, and a party of English soldiers under Generals Lake and Hutchison. The encounter is yet facetiously alluded to as the "Castlebar Races." A slab to the memory of the Fraser Highlanders who fell in the action was erected in the church by Colonel Fraser. In Castlebar was executed in 1786 the notorious George Robert Fitzgerald, better known as "Fighting Fitzgerald." His residence was at Turlough, about 4 miles east of Castlebar, where his remains rest among some ruins in the demesne, overlooked by an ancient round tower. From the railway we obtain a good view of Croagh Patrick before reaching

Westport (*Hotels*: Railway; Bath,—for latter the station at Westport Quay is best). The two principal streets run parallel on either side of the stream, which, after entering the town, passes through the adjoining demesne of the Marquis of Sligo. In one of the streets running at right

angles to the stream there is a monument to George Glendinning, formerly banker in the place. Westport, on account of the beauty of the neighbouring scenery and the fine bay, is rising into favour as a summer resort. Many good villas have been built near the bay some distance from the town. The quay is about a mile west from the town, and may be reached through the demesne of the Marquis of Sligo, which is open to the public without restriction. From the farther extremity of it a fine view is obtained of Westport Bay, situated at the south-east corner of Clew Bay. At the end of the quay, on Roman island, there is a large bath-house, where hot and cold sea-baths may be obtained, as well as facilities for bathing in the open sea. The town has considerable trade in corn and provisions, and there is communication by steamer with Liverpool and Glasgow. If the weather is clear, visitors would do well to ascend

Croagh Patrick (2510 feet), the view from which is of a kind quite unique. From Westport Quay the road follows the winding shores of Clew Bay, with the whole breadth of the cone-shaped mountain towering in front. The ascent may be made about 7 miles from Westport, at Murrisk (Hotel), passing the village, opposite a road leading to the ruins of Murrisk Abbey, situated close to the shore. This was founded by one of the O'Malleys for Augustine monks. As the ascent of the mountain is comparatively easy, entirely without danger except in mist, and by a clearly marked path, there is no necessity for the assistance of guides. (Ponies three-fourths of the way up the mountain.) The chief features of the prospect from the top are Clew Bay with its numerous islets at the western base of the mountain, and the wild and mountainous cliffs of Achill in the distance. To the south-west there is a broad moor, bounded by Muilrea (2688 feet) and other quartzite mountains stretching between Killery Bay and Lough Mask; beyond them are the glittering peaks of the Twelve Pins; northwards are the ranges of the Ox Mountains, and adjoining Lough Conn the isolated dome of Nephin (2530 feet).

Clew Bay is one of the wonders of Ireland. Almost a parallelogram in shape, with Newport at its north-east corner

and Westport at its south-east, it is about 20 miles in length by 8 or 10 in width, and is dotted round its northern and eastern sides with multitudes of islands, some beautifully wooded, and most of them covered with vegetation of heath, lichen, or grass. The islands being composed of clay and boulders, their western faces are being constantly eaten away by the waves and storms to which they are exposed. The picturesqueness of the bay is of course greatly increased by the adjoining mountains, by which, however, it is in no sense shut in.

Clare Island, at the mouth of the bay, has an area of 3949 acres, and its highest elevation is the Hill of Knock (1520 feet), presenting bold and precipitous cliffs to the Atlantic. The island is most conveniently visited from Louisburgh (which is the usual route), or from Achill Sound. The Cistercian Abbey, founded in 1224, is in fairly good preservation. The most interesting ruin is, however, Granuaile Castle, the ancient residence of Grace O'Malley, celebrated for her piratical exploits. It is situated above the harbour on the eastern side of the island.

Westport to Achill Island

Rail from Westport *via* Mallaranny (rly. hotel, excellent) to Achill Sound, and thence by hired cart to Dugort, W. coast of island; but, to prevent disappointment, word should be sent beforehand to any hotel at Dugort. During the tourist season a long car meets each train.

The ride from Westport to Achill is one of great interest, embracing varied views of the mountains and Clew Bay. At NEWPORT, finely situated on Clew Bay, there is a neat hotel, and good fishing on the Newport river and in the Beltra Lakes. In the neighbourhood are the ruins of Burrishoole Abbey, and a beautiful glen in the heart of the mountains. From Newport to Mallaranny we skirt the winding shores of Clew Bay. Passing the pleasant village, where there is a beautiful smooth strand and good accommodation for bathing, we cross the neck of a high peninsula, and arrive at Achill Sound, which was formerly crossed by a ferry, but is now spanned by a handsome swivel bridge. At the Sound there is only an inn, and visitors will find it more convenient to proceed to Dugort (*Hotels*: Slievemore; Strand; Mountain View; Sea View), on the northern shore, amid the finest scenery, and with excellent bathing.

Achill Island is triangular in shape, its length from east to

west being about 15 miles, and from north to south 12 miles. A considerable portion of it belongs to the trustees of a Protestant settlement, though the great majority of the inhabitants are of the Roman Catholic faith. The fisheries round the island are of great value, but suffer from lack of capital to develop them, and rapid communication with the interior of Ireland. As it is, many of the inhabitants are in great poverty, a fact sufficiently evident from a glance at the huts of rough cobbles and turf in which they dwell.

Achill Island surpasses every other island on the Irish, and perhaps on the British, coast for romantic situation and wild and striking views. Blacksod Bay, with its broken and winding shores running between the Mullet peninsula and the mainland, lies to the north, and to the south is Clew Bay, with its numerous islets, overlooked by the cone of Croagh Patrick; to the east are the ranges of the Erris Mountains, and to the west the broad Atlantic. The climate is more bracing than that of the health resorts farther south, and is specially suitable for persons suffering from nervous or dyspeptic complaints. Good bathing and seal-shooting are amongst the attractions.

To the south of Slievemore, the highest summit (2217 ft.) on the island is Keem Bay, and at the southern extremity of the Great Keel strand are the "Cathedral Cliffs" of Meenaune, 1000 feet in height, and hollowed by the action of the waves through countless centuries into a striking resemblance to stupendous Gothic aisles. In the north-west of the island, near Achill Head, are the Croaghan cliffs, 2192 feet high, descending to the sea at an angle of 60 degrees, and not only perhaps the highest marine cliffs in the world, but affording a magnificent scene. They can be easily ascended from Keem.

Westport to Sligo, and thence to Dublin

To Ballina by rail *via* Manulla Junction. From Ballina by mail-car to Sligo *via* Dromore, or by rail by Claremorris. From Sligo to Dublin *via* Boyle, Carrick-on-Shannon, and Longford.

The first important station after Manulla Junction is Foxford, on Lough Cullen, where, and on the Moy, there is excellent fishing. Loughs Cullen and Conn are joined by a narrow strait, crossed by a pontoon bridge. Leaving Foxford, a fine view is obtained of Lough Conn, a large sheet of water,

nearly 14 miles in length by 1 to 3 in width. On the west side of it rises the conspicuous Nephin, a mountain with a finely-shaped conical summit, 2646 feet above the sea-level. It is a singular fact that there is occasionally a reverse flow of the lower lake, usually called Lough Cullen, into the upper, or Lough Conn proper. The lake is situated about 40 feet above the sea, and can have no tide communication with it. There is an hotel at Crossmolina, Lough Conn.

Ballina (*Hotels*: Imperial; Central; Moy—all commercial) is a dull little place, but has some good shops; it is on the river Moy, about 5 miles above its junction with Killala Bay. The tide flows up to the town, but the river is only navigable to the quay, which is situated more than a mile and a half below it. The Moy salmon-fishery belongs to a company, who hold all fishing in the tidal waters, but angling in the fresh water above the town is good, and day-tickets can be got for 7s. 6d. and 10s. from Mr. J. C. Wilson.

ROSERK ABBEY is about 4 miles north of Ballina by the road adjoining the river, beautifully situated on the river Moy, and surrounded with undulating hills. This abbey is in a more perfect condition than that of Clare-Galway, which it somewhat resembles. Two miles from this are the remains of Moyne Abbey, a ruin in still better preservation; and 2 miles north of it is

Killala, which is interesting both from its fine position on the bay of the same name, and from its round tower and the ruins of St. Patrick's, once a diocesan cathedral. The bishop's palace forms part of the workhouse. The carriage road to Killala does not pass either of the abbeys. If the road by the river is followed, a turn must be taken to the right about $1\frac{1}{2}$ miles after leaving Ballina. It is more picturesque but more hilly than the other.

Downpatrick Head, 10 miles north of Killala, by way of the village of Ballycastle, is a succession of magnificent cliffs, well worthy of a visit. In ascending the Head visitors are startled by coming suddenly on a great chasm, caused by the surface of the hill having fallen in. Cautiously approaching this abyss, and looking down, the ocean is revealed rolling in, at a depth of 2000 feet, through a subterranean passage called the Poula-shantana. If the weather be calm, a boat should be taken for the better inspection of the cliffs and of the Rock Pillar, which

stands about a gunshot from the mainland. This rock, on which the ruins of an ancient building are distinctly seen, is the abode of innumerable sea-fowl.

Between Ballina and Sligo there are mail-cars once a day in connection with the Imperial Hotel (fare 6s.). From Ballina to Dromore the drive is, generally speaking, unattractive. From Dromore to Ballysodare the aspect is more cheerful, the country being better cultivated and more fertile, though to the right it is still mountainous.

Ballysodare, finely placed at the foot of the Lurgan Hills, is a somewhat decayed village on the Owenmore, which falls into the bay over a series of rocky ledges, forming a succession of beautiful rapids, ending with a leap of about 25 feet. The Abbey of St. Fechan overlooks the rapids on the west side of the river, where the only good view of them is to be obtained. The salmon ladders farther up the river are worthy of a visit, the river affording splendid salmon-fishing. There are three large corn and flour mills in the village.

The road now takes a northerly turn, and we pass, in the distance on our left, the hill of Knocknarea (1078 feet), which rises on the eastern side of the entrance to Ballysodare Bay. On the top of the hill is an immense cairn called Misgoun Meave, and said to have been erected in honour of an Irish queen of the name of Meave. From an elevated portion of the road we obtain, long before reaching it, a fine view of Sligo and its spacious bay.

Sligo (*Hotels*: Victoria; Imperial; excellent golf-course of 18 holes at Rosses Point, 5 miles) is a prosperous town, with a considerable export trade. It lies in a deep valley and is divided into two parts by the river Garvogue, which connects the harbour with Lough Gill. There is a Roman Catholic cathedral in the Romanesque style, with a finely-sculptured doorway. The two main attractions are the ruins of the fine old Dominican Abbey, and Lough Gill, but the whole district, including Glencar or the "Swiss Valley," is interesting. Fishing on Lough Gill.

The ABBEY, founded about 1252 by Maurice Fitzgerald, Lord Justice, is a splendid ruin. It was consumed by fire in 1414, but soon afterwards re-erected. The choir has a beautiful Gothic window, still very perfect, and an altar of carved stone. There are several beautiful tombs. The Crane Monument, bearing the date 1616, was erected to Andrew Crane, who gave

a large subscription for the repair of the cathedral after it had been accidentally burnt. The building was again burnt by Sir Frederick Hamilton in 1642; it is now carefully looked after by the Board of Public Works. The most elaborate monument is that of O'Connor Sligo, with the date 1623.

Motor and long cars run from Sligo three times a day to ROSSES POINT (fares, 9d. and 6d.), a rising watering-place with a good bathing-strand.

LOUGH GILL, or Gilly, lies two and a half miles east of Sligo. In summer a motor boat runs daily to Dromohair and back at a small charge. The lake is about 5 miles in length, and from 1 to 2 in breadth. The scenery is not by any means so wild as that of Killarney, but by some it is considered almost as beautiful. The hills and elevations on the sides are of no great altitude, but many of them are well wooded. There are upwards of twenty islands on the lake, and most of them are covered with trees. Hazlewood demesne lies at the north-west end. The total circuit of the lake by road is about 20 miles. Good tea-house on north side.

The best way to reach the Donegal Highlands from Sligo is by mail-car to Ballyshannon *via* Bundoran, but they may also be reached by rail to Enniskillen *via* Monorhamilton (Sligo, Leitrim, and Northern Counties).

The drive by car to Ballyshannon affords splendid views of the Benbulbin Mountains towards the sea, and of the Glencar range to the east. At Drumcliffe, about 5 miles from Sligo, there are a round tower, a fine Celtic cross, and several pillar stones. All traces of the church founded by St. Columba have disappeared. A visit should, if time permit, be paid to a waterfall in the Glencar range, which presents a very peculiar appearance as affected by the wind. From Grange, about 11 miles from Sligo, a visit may be paid to Inis-Murray, which contains a remarkable group of monastic ruins. Bundoran is a rising watering-place, with some remarkable cliffs in the neighbourhood. A first-class golf course and a fine new hotel.

Ballyshannon (*Hotels*: Imperial; Commercial) is situated at the mouth of the Erne, on which there is, near the town, a cataract called the Salmon Leap. A short distance from the town are the remains of an old abbey founded in the 12th century. In the adjoining glen there is a curious cavern.

The journey from Sligo to Longford by rail lies through Ballysodare to Collooney. Midway between Sligo and Ballysodare, on the lands of Carrowmore, occurs a collection of Druidical remains, consisting of cairns, a circle, cromlechs, and pillar stones. On the left, after leaving the village of Collooney, a prominent object in which is the steeple of the R. Cath. Church, we pass the demesne of Markree, the seat of Colonel Cooper, with a fine castellated mansion and observatory. For some distance on the way to Ballinafad, Lough Arrow, a pleasant expanse of water, about 4 or 5 miles long by $1\frac{1}{2}$ mile wide, containing several islands, lies on the left; and in the same direction, Carrokee Hill (1062 feet).

Ballinafad is a small town, with a dismantled castle of the same name, founded by one of the M'Donoughs. In its neighbourhood are two localities, one entitled Moy Tuiridh, remarkable as the scene of a decisive battle between the ancient Belgic and Danish colonists of Ireland, and the other Ceis Corran, famous in romantic legend.

Boyle (*Hotels*: Royal; Rockingham Arms), on the Boyle river, exhibits an aspect of thrift and comfort. The handsome R. Cath. Cathedral, erected 1882, occupies a prominent position to the east of the town. The barracks on the north side of the river was formerly the residence of the family of King-Harman, the proprietors of the town, who granted the inhabitants a small park, in which there is a pedestrian statue of William III. The Lawn Tennis Club, who make use of the park, are in the habit of excluding the public from it when they are playing. On the north side of the river stands a stately ABBEY, built in 1152. The key may be obtained at the house adjoining. The edifice consists of choir, nave, and transepts, and combines the Norman and Gothic styles. Semicircular arches separate the aisles from the nave, which is 131 feet in length. The devices over the capitals exhibit figures of soldiers as well as saints. The east window is divided into three narrow lancet lights. That over the western door is a lancet light beautifully moulded. The tower is square and heavy-looking, and is supported on three Norman arches, and one in the Pointed style. There are many interesting tombstones in the interior, which is unfortunately in rather a dilapidated and untidy condition. In 1235 the English plundered the abbey, going so far as to strip

the monks of their gowns. In 1595 it was held as a fortress, and stormed by the Earl of Tyrone with an army of 2300. It is now the property of Mr. King-Harman. The bridge which adjoins the abbey is nearly as old as the ruins.

Lough Key, a small lake, adorned with woods, bears several islands on its surface, the most notable being Trinity Island, with the ruins of a religious house, of which no authentic record exists; and Castle Island, the site of a castle held by the M'Diarmids, the walls of which are still standing. Boyle is the best centre from which to fish Loughs Key, Arrow, and Gara.

Skirting the lake is ROCKINGHAM (Stafford King-Harman), with a splendid modern mansion in the Ionic style, having hexastyle portico and façades ornamented with columns. Visitors are allowed on week-days to walk or drive through the demesne, which commands fine views of Lough Key, but a pass must have been previously obtained from the agent at Boyle. The distance from Boyle to the first of the park gates is about $1\frac{1}{2}$ mile. The district surrounding Boyle is very fertile, and well known all over Ireland by the title of the "Plains of Boyle."

At CARRICK-ON-SHANNON (*Hotel*: The Bush) we enter the county of Leitrim, of which it is the assize town. The courthouse is a good building with a Doric front.

DRUMSNA is a pleasant little village near the estate of Mount Campbell, formerly the residence of Admiral Rowley.

Through a meagrely-cultivated country, enlivened by frequent mansions and woods, we proceed to Dromod, where interesting views are obtained of Loughs Bofin and Boderg, both enlargements of the Shannon.

At NEWTON FORBES we see on the right Castle Forbes, the seat of the Earl of Granard, and proceeding over a flat rich country, soon arrive at

LONGFORD, which possesses a beautiful R. Cath. cathedral, and some remains of an old castle and a Dominican abbey.

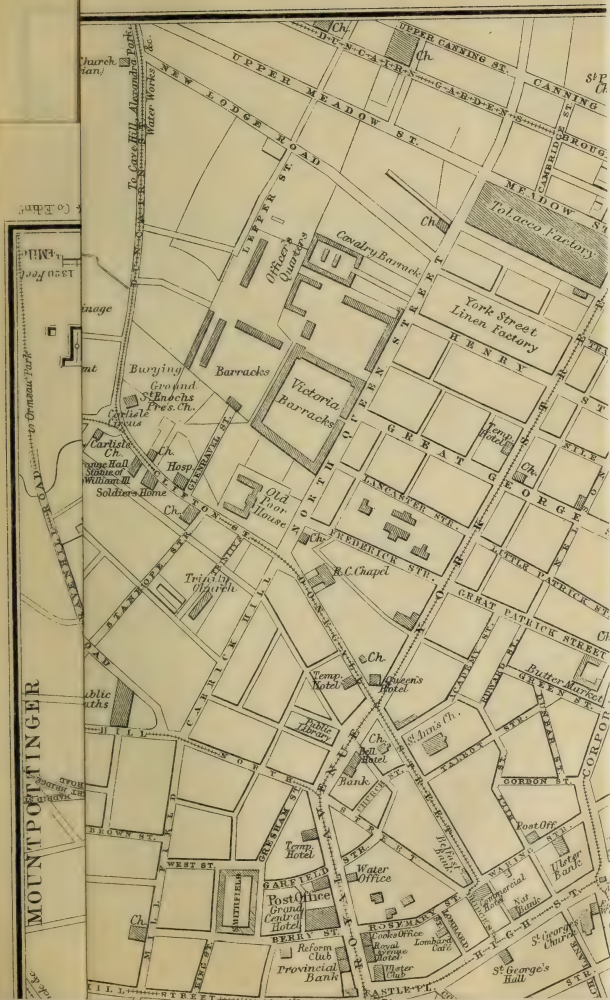
After passing Edgeworthstown—the birthplace of Maria Edgeworth—and Cavan Junction, where a branch diverges to Cavan, we reach Mullingar, already described (p. 78).

Lough Erne District

Reached from Amiens St. Dublin by rail by way of Dundalk and Enniskillen—a distance of 116 miles ; from Galway by rail by way of Athenry Athlone, and Mullingar—144 miles to Enniskillen.

Enniskillen (*Hotels*: The Imperial ; The Royal), the chief town in the County Fermanagh, is built upon an island in the river connecting the Upper and Lower Loughs Erne, and partly on the mainland, with which it is connected by two bridges. The butter-market was one of the best in the kingdom, but is now a thing of the past, the creameries throughout the country having killed it. The 6th regiment of dragoons, known as the Inniskillings, was principally raised in this town, which was an important military station, and still contains large barracks and forts to command the pass across the river. Of the old castle, which stood a memorable siege in 1595, there are remains of a gateway included in the barracks. A column, surmounted with a statue of General Cole, stands on the summit of Forthill, which is laid out as a promenade and public park.

Lower Lough Erne, which is conveniently visited from Enniskillen, is styled the Windermere of Ireland. Although wanting the varied picturesqueness of Killarney, it is undoubtedly a charming lake, and abounds with interest to the artist, the antiquary, and the naturalist. There are two ways of seeing the Lough. By steamer which sails regularly in summer the visitor may traverse the lake from end to end in two or three hours ; or a boat may be hired at Enniskillen. To those who won't venture on the water, it is strongly recommended to take a car (the railway affording very imperfect views) down the north side of the Lough by Kesh to Pettigoe, a distance of about 20 miles. This is one of the most beautiful drives in Ireland. Of the numerous islands, the one most deserving of a visit is **DEVENISH**, about $2\frac{1}{2}$ miles from Enniskillen, and reached by row-boat. It contains an area of nearly 80 acres, and has the most perfect round tower in Ireland, besides the very interesting ruins of Devenish Abbey and a cross of unusual design.





HIGH STREET, BELFAST.

In the distance is the Albert Memorial.

Valentine & Sons, Ltd.

BELFAST

Latitude, 54° 36' N. ; Longitude, 5° 56' W.

Area—Land, 14,716 acres ; water, 1788 acres ; total, 16,504 acres.

Returns four members to Parliament.

Railway Stations.—B. and Northern Counties, York Road, now owned by the Midland Railway Co. of England (north) ; B. and County Down, near Queen's Bridge (east) ; Great Northern, Great Victoria Street (south).

Hotels.—Grand Central, Royal Avenue ; The Avenue, Royal Avenue ; Imperial, Donegall Place ; Eglinton and Winton, High Street ; Royal, Wellington Place ; Robinson's Temperance, Donegall Street ; Commercial, Waring Street ; Metropole, York Street ; Union, Donegall Square ; N.C. Railway Station Hotel, York Road.

Restaurants.—Lombard Café, Castle Place ; Thompson's, Donegall Place ; Princess Café, Donegall Square ; Queen's, Donegall Place ; "Abercorn," Castle Lane ; "Albert," High Street ; "Boyd's," High Street ; "Linden's," Corn Market ; "Ye Old Castle," Castle Place.

Cars.—Any carriage drawn by one horse—1 or 2 passengers not exceeding 2 miles 1s., every additional mile or part thereof 6d. ; 3 or 4 passengers not exceeding 2 miles 1s. 6d., every additional mile or part thereof 9d.

Trams running constantly from Castle Place.

Population (1911), 385,492.

STEAMERS

Belfast to Ardrossan.—Messrs. Burns' steamers. Fares—Cabin—Single, 9s. ; Return, 14s. ; Steerage, 3s. G. and J. Burns, 49 Queen's Square.

Belfast to Ayr.—Daily (Sundays excepted), at 8 p.m. Saturday, 7 p.m.

Belfast to Barrow.—Daily (except Sundays), at 8.30 p.m.

Belfast to Bristol (direct).—Tuesdays and Fridays, at 2 p.m. Cabin—Single, 17s. 6d. ; Return, 26s. 3d. Steerage—Single, 10s. ; Return, 15s. Agent—W. E. Williames, 17 Donegall Quay.

Belfast to Cardiff (direct).—Saturdays at 12 noon. Fares—Cabin—Single, 17s. 6d. ; Return, 26s. 3d. Steerage—Single, 10s. ; Return, 15s. Agent—W. E. Williames, 17 Donegall Quay.

Belfast to Cork (via Dublin and Waterford)—Tuesdays, 7 p.m. Cabin—Single, 17s. 6d. ; Return, 25s. ; Deck, 10s.

Belfast to Douglas.—Monday, 3 p.m. Fares—Single—Saloon, 6s. ; Fore Cabin, 4s. W. E. Williames, 17 Donegall Quay.

Belfast to Dublin (10 hours).—Monday, Wednesday, and Friday evenings at 7. Fares—Single—Cabin, 6s.; Steerage, 3s. Return—Cabin, 10s.; Steerage, 5s. Agent—H. Moore, 41 Donegall Quay.

Belfast to Dundee.—Wednesday evenings at 7.

Belfast to Fleetwood.—Daily (except Sunday). Cabin, 12s. 6d.; Steerage, 5s. Return—Cabin, 21s.; Steerage, 8s. 6d. Agent—Arthur T. Cotton. Saturdays, at 10.30 p.m.

Belfast to Glasgow and Paisley (via Larne, Stranraer, and Girvan).—Daily (except Sunday). Train leaves York Road at 5.30 p.m. (Irish time).

Belfast to Glasgow (via Greenock).—Royal Mail Steamers, daily (except Saturday and Sunday) at 8.30 p.m. Saturdays only at 10 p.m.

Belfast to Havre (via Southampton).—Tuesday.

Belfast to Leith.—Antrim Iron Ore Company's Steamers, every Wednesday evening at 8.

Belfast to Liverpool.—Daily (except Sunday) at 8 p.m.; Saturdays at 10.30 p.m.

Belfast to London.—Every Wednesday (direct) at 6 a.m.; and every Saturday (via Plymouth) at 3 p.m. Offices, 12 Victoria Street.

Belfast to Newcastle-on-Tyne.—Every Wednesday evening at 8. Antrim Iron Ore Company.

Belfast to Newhaven (via Southampton).—Tuesdays, 6 a.m.

Belfast to Newport (Mon.) via Cardiff.—Saturdays, 12 noon.

Belfast to Plymouth (direct).—Saturdays at 3 p.m. Deck, 12s. 6d.; Cabin, 25s.; Return, 40s.

Belfast to Southampton (direct).—Tuesdays at 6 a.m. Deck, 12s. 6d.; Cabin, 25s.

Belfast to Swansea (via Cardiff).—Saturdays at 12 noon. W. E. Williams, 17 Donegall Quay.

Belfast to Waterford (via Dublin).—Every Tuesday at 7 p.m.

Belfast to West Hartlepool.—Every Wednesday evening at 8. Antrim Iron Ore Company.

Belfast to Whitehaven.—Mondays, Wednesdays, and Fridays.

These sailings are liable to variation from time to time, and intending travellers should, therefore, make further inquiries from the steamship agencies.

Though not historically or socially the capital, Belfast is, from a commercial and industrial standpoint, the metropolis of Ireland. During the nineteenth century the city advanced by leaps and bounds. The population of 1841 was at 70,400, forty years later it had risen to 208,122, and in 1911 there were 385,492 inhabitants. In the increase in property values the progress is even more remarkable. The rateable property in 1841 was £135,000. In 1911 it was £1,527,932.

Belfast is the headquarters of the linen industry of Ireland (there were 939,732 spindles and 36,200 looms employed in 1911), while the city boasts of shipbuilding yards, one of which, that of Messrs. Harland and Wolff, stands at the head of the shipbuilding trade of the world, while another, that of

Messrs. Workman, Clark and Co., ranks almost as high. These two firms employ about 20,000 hands. The chief exports from Belfast are linen, whisky, tobacco, ropes, mineral waters, etc., etc. The majority of its streets are well made, wide, and well lighted. New buildings palatial in extent are being erected. The Town Hall in the centre of the city, on the site of the old Linen Hall, was completed in 1906, and is a magnificent centre piece. Statues of Queen Victoria, Lord Dufferin, Sir D. Dixon, Sir J. H. Hazlett, and Sir Edward Harland have been erected. One of the most modern and best equipped general hospitals in the kingdom, "The Royal Victoria," opened by King Edward, 27th July 1903, cost £120,000. The new Technical Institution, opened in 1907, cost £100,000.

Belfast is situated pleasantly on the low banks of the River Lagan, and just off the north-east extremity of the geologic region of the "Great Central Snowfield," which Dr. Hull believes to have extended for 140 miles westward across the country. A great part of the town is said to be not more than six feet above high-water mark, being built on ground reclaimed from the river or the sea. The harbour, originally a creek of the Lagan, has been greatly extended and improved, and is now one of the finest. The picturesque bay is well sheltered by hills from north and west winds. It affords a safe anchorage, although not altogether free from sandbanks. The quays extend for about a mile below Queen's Bridge on both sides of the river.

There are three tidal docks—the Prince's, the Clarendon, and the Spencer—and the available quayage, including the river quays, is nearly 27,000 lineal feet. There are five graving docks, the newest (opened in 1911) being the largest in the world, and is the only dock capable of taking the S.S. *Olympic*. The entrance to the harbour has been greatly improved by the extension of the Victoria Channel seawards, a distance of nearly 4 miles.

HISTORY.—After the grant by Henry II. of the province of Ulster to De Courcy, a fortress was built somewhere in the neighbourhood of the present town. In 1316 it was wasted by Edward Bruce. After having been held for some time by Hugh O'Neill of Clandeboyne, it fell into the hands of Sir Thomas Smyth, a favourite of Queen Elizabeth. On its being

forfeited to the Crown by Smyth, it was in 1612 granted to Sir Arthur Chichester, then Lord Deputy, whose descendants, the Donegall family, are its present possessors. The town owes its rise to the Scottish and English settlers introduced by Sir Arthur Chichester. When it came into his possession it consisted of only 120 huts, and with a castle roofed with shingle.

In 1690, after William had landed at Carrickfergus, he hastened to Belfast.

It was then "a small English settlement of about 300 houses commanded by a castle which has long disappeared, the seat of the noble family of Chichester. In this mansion, which is said to have borne some resemblance to the palace of Whitehall, and which was celebrated for its terraces and orchards stretching down to the river-side, preparations had been made for the King's reception. He was welcomed at the north gate by the magistrates and burgesses in their robes of office. The multitude pressed on his carriage with shouts of 'God save the Protestant King.' For the town was one of the strongholds of the Reformed Faith. . . . A royal salute had been fired from the Castle of Belfast. It had been echoed and re-echoed by guns which Schomberg had placed at wide intervals for the purpose of conveying signals from post to post. Wherever the peal was heard, it was known that King William had come. Before midnight all the heights of Antrim and Down were blazing with bonfires" (*Macaulay*).

SUMMARY OF CHARTERS, ETC.—On the 27th April 1613, Belfast, then a small town, was constituted a Corporation by charter of King James I., to consist of a Sovereign, or Chief Magistrate, and twelve Burgesses and Commonalty, with the right of sending two members to Parliament. This charter was annulled by King James II., and a new one issued in 1688, but the original one was restored in 1690 by William III.

In conformity with the passing of the Municipal Corporations Act of 1841, the constitution of the Corporation was changed, and made to consist of 10 Aldermen and 30 Councillors, under the style and title of "The Mayor, Aldermen, and Burgesses of the Borough of Belfast." In 1888 the rank of a City was by royal charter of Queen Victoria conferred upon Belfast, "with all such rank, liberties, privileges, and immunities" as are incident to a city.

In 1892 Queen Victoria conferred upon the Mayor of the City for the time being the title of LORD MAYOR, and upon

the Corporation the name and description of *The Lord Mayor, Aldermen, and Citizens of the City of Belfast*.

By the passing of the Belfast Corporation Act of 1896, the Boundary of the City was extended, and the Corporation made to consist of 15 Aldermen and 45 Councillors, and the number of Wards was increased from 5 to 15.

By virtue of the Local Government (Ireland) Act, 1898, Belfast became a County Borough, 1st April 1899.

Letters patent issued 26th November 1866, granting a separate Court of Quarter Sessions, comprising a Court of Record, for the trial of civil actions, with all the rights, powers, incidents, and jurisdictions thereunto belonging, to be, and continue to be holden in and for the Borough of Belfast. These were enrolled in the Office of the Rolls of Her Majesty's High Court of Chancery in Ireland on the 18th December 1866.

Round through the City

Castle Place, the centre of the city, makes a very good starting place, and all streets and buildings of any interest can be reached by trams from this.

Giant's Ring is situated about 4 miles from Belfast, in the neighbourhood of Ballylesson. The scenery is very charming, and the Giant's Ring is one of the most interesting works of antiquity to be found in Ireland. It consists of an enormous circle, more than one-third of a mile in circumference. This vast ring is enclosed by an immense mound of earth, extending to about 80 feet in breadth. Near the centre of the circle stands a large cromlech or stone altar, the top slab measuring about 3 yards in length.

Distances.—(Rail) Dublin, 112½; Portadown, 25½; Enniskillen, 87; Donegal, 118; Londonderry, 101; Portrush, 67½; Ballycastle, 69¾; Larne, 23½. (Road) Dublin, 101; Newry, 37; Larne, 21 to 25.

The principal buildings are :—

The Albert Memorial Clock Tower, High Street; the City Hall, Donegal Square; the Old Town Hall, with Police Courts, Cells, Headquarters, Fire Brigade, etc., Victoria Street and Chichester Street; the Municipal Technical Institute, College Square; the Free Public Library, Royal Avenue; the Electric Generating Station, and Offices, East Bridge Street; the Gas Works, Ormeau Road; the Public Baths, Peter's Hill, Ormeau

Avenue, Templemore Avenue, and Falls Road ; the Ulster Hall, Bedford Street ; the Carrick House (lodgings for men), Lower Regent Street ; the Royal Victoria Hospital (General), Grosvenor Road ; the Infectious Diseases Hospital (in progress), Purdysburn ; the Mater Infirmorium Hospital, Crumlin Road ; the Samaritan Hospital for Women, Lisburn Road ; the Children's Hospital, Queen Street ; the Women's Hospital, Templemore Avenue ; the Custom House, Albert Square ; the Court House, Crumlin Road ; the General Post Office, Royal Avenue ; the Jail, Crumlin Road ; the Asylum, Grosvenor Road ; the Harbour Offices, Corporation Square ; the Presbyterian Church House.

There are seven Public Parks, all well kept ; the Fernery in the Botanic Gardens Park being one of the most attractive objects in the city.

There are very fine Markets, for all classes of produce.

STATUES.—Queen Victoria ; Sir Edward Harland, Bart. ; the Marquis of Dufferin and Ava ; Lord Belfast ; Rev. Dr. Hanna ; Rev. Dr. Cooke ; Sir D. Dixon, M.P. ; Sir J. H. Hazlett, M.P.

EDUCATIONAL ESTABLISHMENTS.—Queen's College, Malone Road ; Methodist College, Malone Road ; Royal Academical Institution, College Square ; Royal Academy, Cliftonville ; St. Malachy's College, Duncairn Street ; M'Arthur Hall, Ladies' School ; Victoria College, Ladies' School ; Campbell College, Belmont.

PRINCIPAL COMMERCIAL BUILDINGS.—Scottish Provident Insurance, Donegall Square, W. ; Ocean Accident Insurance, Donegall Square, E. ; Robinson & Cleaver, Ltd., Donegall Square, N. ; Bank Buildings (Robertson, Ledlie & Ferguson), Castle Place ; Richardson, Sons & Owden, Ltd., Donegall Square, N. ; Gallaher & Co., Ltd., York Street ; York Street Spinning and Weaving Co., Ltd., York Street ; Ropeworks Co., Ltd., Connswater ; Brookfield Linen Co., Donegall Street.

BANKS.—Belfast, Waring Street ; Ulster, Waring Street ; Northern, Victoria Street ; National, High Street ; Ireland, Donegall Place ; and many branches of each Bank.

PRINCIPAL CHURCHES.—St. Ann's Parish Church, Donegall Street ; St. George's Church, High Street ; St. Malachy's R.C. Church ; Presbyterian Churches in Rosemary Street, Fisherwick Place, and Fortwilliam Park, and St. Enoch's Presbyterian

Church, Carlisle Circus ; Carlisle Memorial Church (Wesleyan), Carlisle Circus.

Theatre Royal, Arthur Square ; Grand Opera House, Great Victoria Street.

Belfast to Dundalk and Greenore

By Great Northern Railway, Great Victoria Street Station.

Lisburn (*Hotels*: Ulster ; Railway), 8 miles from Belfast, formerly called Lisnagarvey, was burned down early in the 18th century, but subsequently rebuilt, and now consists of one principal street and a large market-place. The Episcopal Cathedral, with a high and graceful spire, was, by King Charles II., constituted the Cathedral of Down and Connor, the Cathedral of Down being then ruinous and that of Connor destroyed. In the church is a monument to Jeremy Taylor, who held the see of Down, of Connor, and also of Dromore, from 1660 to 1667 ; a monument to Lieutenant Dobbs, who was killed off the Irish coast in an engagement with the pirate Paul Jones ; and another to Brigadier-General John Nicholson, who fell at Delhi in 1857. The town has manufactures of linens, threads, muslins, diapers, and damasks.

By the Lisburn and Banbridge Railway, a side trip may be made to

Hillsborough (*Hotel*: Corporation Arms), $4\frac{1}{2}$ miles south of Lisburn, a small town adjoining the demesne of the Marquis of Downshire. The church has a fine tower and spire, erected in 1774 by the first Marquis, then Earl of Hillsborough. In the park is an old castle, or royal fort, with square towers at the angles, standing on one side of a rectangular courtyard, with ramparts and towers. Here William III. rested on his way to the Boyne. The Earl of Hillsborough is hereditary constable of the castle, and there are twenty yeomen and a sergeant-major, who still wear the martial uniform of the period. On a hill above the town is a monument to the first Marquis, and in the town a bronze statue of the fourth Marquis.

Lurgan (Brownlow Arms Hotel), 20 miles from Belfast, is a neat clean town in the north-east corner of County Armagh, and near Lough Neagh. Lord Lurgan's beautiful demesne of

Brownlow House, adjoining the town, is open to visitors. The linen trade is carried on briskly.

Portadown (*Hotels*: Queen's; Imperial), 25 miles from Belfast, is a flourishing town on the upper Bann, which is here navigable by vessels of 90 tons, and communicates with the Newry Canal near the town. The river falls into Lough Neagh about 7 miles below Lurgan, and thence, by means of the Ulster Canal, merchandise can be conveyed to Enniskillen. The canal is, however, now little used. A public park is held on lease from the Duke of Manchester. The town possesses some large weaving factories, and an important market for agricultural produce. It is an important railway junction, lines proceeding to Dublin by Drogheda, to Londonderry by Omagh, to Enniskillen by Armagh and Clones, and to Dundalk, Newry, and Warrenpoint.

Continuing the journey straight on we come (8½ miles) to **Armagh** (*Hotels*: Beresford Arms; Charlemont Arms), 36 miles from Belfast, the county town, and formerly a celebrated city. Its name, Ard Macha, "the Hill of Macha," is derived from one of three heroines so called in old Irish stories. One of these (the most probable) "founded the palace of Emania, three centuries before the Christian era, and was the only queen who ever wielded the sceptre of Ireland!" She was killed in battle, and buried here. An elliptical entrenchment, called the Navan Fort, about 2 miles west of the city, encloses a space of about 12 acres, and commemorates a regal abode of extreme antiquity, of which no vestiges now exist.

St. Patrick came to preach the Gospel in Ireland about the year 432, and twenty-five years later founded a church at Armagh. It was burned by the Danes in 836; rebuilt by Archbishop O'Scanlain in 1268; burned by Shane O'Neill towards the close of the 16th century; repaired by Primate Hampton about 1613; again burned by Sir Phelim O'Neill in 1642; and continued in a ruinous state till Primate Margetson restored it about 1675. The existing Cathedral is the shell of the old church erected by O'Scanlain, restored and strengthened, all its ancient architectural features being either retained or reproduced. It was thus restored by Primate Beresford, at, it is supposed, a cost of £32,000, of which £23,000 was given by the primate himself. Armagh is one of the metropolitan sees of

Ireland, Dublin being the other; but the Archbishop of Armagh is Primate of *all* Ireland. The Rom. Cath. Cathedral, consecrated 1873, is a very fine building with twin towers.

Armagh is situated on a hill which rises in the midst of a vale, its apparent elevation being much increased by its two cathedrals crowning the mass of houses, and thus producing a peculiarly pleasing effect. The older streets are flagged with native marble, and many older houses are built of the same. The orderly appearance of the town and the pleasant walks in its neighbourhood add to its attractiveness. The Public Library, left by Primate Robinson, contains about 17,000 vols. One of the largest buildings is the Tontine, which contains an assembly-room and spacious news-room. The Observatory, beautifully situated on a hill to the north-east of the town, was built and endowed by Primate Robinson in 1791.

From Portadown we may proceed to Newry or to Dundalk. Both places can also be reached from Armagh.

Dundalk (*Hotels*: The Queen's; The Imperial), 59 miles from Belfast and about the same from Dublin, is situated upon a low flat expanse on the river Castletown, near Dundalk Bay. The chief public buildings are the old Parish Church, a handsome Roman Catholic Cathedral, built on the model of King's College Chapel, Cambridge; the Court House, of granite in the Doric style, and the Exchange Buildings—which contain the Free Library, Reading Room, Town Hall, and Public Offices. Vessels drawing 16 feet of water can come up to the quays, where the channel is about 150 feet in width. Steamers sail for Liverpool (153 miles) 4 days a week, and for Holyhead daily. The locomotive works of the G. N. R. are here. Dundalk was the last town in Ireland where a monarch was crowned and resided in royal splendour. The town was held in 1649 by Monk for the king, and in 1689 for James II., but was taken without resistance by Schomberg. Dundalk demesne, with a turreted mansion, the seat of Lord Roden, is open to visitors. A boat may be taken at Dundalk for Riverstown, whence the tourist may walk over to Carlingford, and thence by boat cross Carlingford Bay to Rosstrevor.

Newry (*Hotels*: Victoria; Imperial; White Cross; Newry), 44 miles south of Belfast, has railway connection with Warrenpoint, Carlingford, Greenore, and Dundalk. Standing in the

vale of the river Newry, with hills on either side, and within a few miles of the lovely bay of Carlingford, the streets rising tier above tier, the picturesque situation of the old church and the tall chimneys and factories, lend to it a very striking appearance. The modern part of the town is handsomely built of granite. The older portion occupies a steep slope on the eastern side of the river, in the county of Down, and is connected, by four stone bridges, with the smaller and more modern portion on the other side of the river, in the county of Armagh. Vessels of 1000 tons come up to Warrenpoint, $6\frac{1}{2}$ miles below the town, while those drawing not more than 15 feet of water can go up by the ship-canal to Newry. Steamers ply regularly thrice a week betwixt Newry and Liverpool, a distance of 153 miles (fares, 8s. and 4s.) The rise of the town may be traced to the 16th century, when Sir Nicholas Bagnal, Marshal of Ireland, rebuilt it, erecting at the same time a church and castle. There is no doubt, however, of the existence of the town at a much earlier date, seeing that an abbey for Cistercian monks, of which nothing now remains, was founded here in 1175 by Maurice MacLoughlin, king of Ireland. At the Dissolution the powers and privileges enjoyed by the Lord Abbot were transferred to the temporal proprietor. A granite obelisk stands at the east end of the town, erected to Mr. Trevor Corry by his fellow-townsmen.

The line between Newry and Greenore passes along the western shore of Carlingford Lough, and affords some very fine views of the Mourne Mountains.

Carlingford (Nearest *Hotel*: The North-Western, Greenore), on the south side of Carlingford Lough, is about 12 miles south of Newry by a branch line. It is chiefly famous for the oyster and deep-sea fishing in the vicinity. Carlingford Castle, attributed to King John, is a fine old ruin overlooking the water. In the town are the remains of two other ancient buildings, on the walls of which are some curious devices carved in the stone. One of these is the ruin of a Dominican monastery, founded by Richard de Burgo in 1305. $\frac{1}{4}$ m. outside the town, on the Greenore road, are the foundations of the ancient "Hospital of St. John."

Greenore (North-Western *Hotel*), at the mouth of Carlingford

Lough, is the port of debarkation of the L. and N.W. Rly. steamers from Holyhead. It is within 5 minutes by rail from Carlingford. An express train leaves Greenore every day (Mondays excepted) at 6.20 a.m., arriving at Belfast at 7.50 a.m., in connection with the Holyhead steamers.

Warrenpoint (*Hotels*: Great Northern; Irish Highlands H. Co.; Crown; Imperial; tram-car to Rosstrevor), 5 miles from Newry by rail, is delightfully situated at the very head of Carlingford Lough. It is a favourite bathing-station with pure clear water, and a good beach. From the quay, steam-packets sail to Liverpool twice a week. There was formerly a very extensive rabbit-warren here, from which circumstance the place derives its name.

NARROW WATER CASTLE stands on the road between Warrenpoint and Newry, 2 miles from the former. The broad surface of the river is here contracted by a low protruding rock, once an island, on whose surface stands the old castle, in a position that enables it to command the only pass to the town of Newry. The date of its foundation is not precisely known, but after partial destruction in the Cromwellian wars it was in 1663 rebuilt by the Duke of Ormonde. On the rising ground to the right of the old castle stands a modern turreted castle, in the Tudor style, the residence of Major Hall. The avenue leading to this house is 2 miles long, and overshadowed with fine timber.

Tourists may proceed *via* Kilkeel to Newcastle and the Mourne Mountains (see p. 121) by coach from Warren-point; but inquiry should be made beforehand.

Rosstrevor (*Hotels*: Glenmore; Great Northern; The Rosstrevor), the "Montpellier of Ireland," is about 3 miles from Warrenpoint station by tramcar. The town is situated on the rising ground that overlooks the bay, with a background of mountains, in a most beautiful neighbourhood, well wooded and plentifully sprinkled with villas. In the village there are Episcopal, Presbyterian, Methodist, and R. Cath. churches. A fine specimen of the Irish sculptured cross will be observed in the burying-ground near the centre of the town. On the beach, with a back-ground of rough mountain, stands an obelisk to the memory of General Ross, a native of Rosstrevor, who fell at the battle of Baltimore in 1814. There is an excellent golf-course here.

The chief attraction at Rosstrevor is the bay, which all the way from Warrenpoint has the appearance of a spacious lake, embowered in woods and mountains. Clough More, or the "Great Stone," an immense granite boulder, lies about half-way up the Slieve Ban, the total height of which is 1595 feet. From the summit of the hill a fine view is obtained.

A pleasant road skirting the north shore of Carlingford Lough connects Rosstrevor with Kilkeel ($9\frac{1}{2}$ miles), a place with a pleasant sea-beach. Kilkeel is also approached from Greenore by ferry to Greencastle, where there is a massive square castle, and thence by car ($4\frac{1}{4}$ miles) to Kilkeel.

Excursions from Belfast

Proceeding along the eastern shore of Belfast Lough, we come to

Holywood (*Hotel*: The Belfast), $4\frac{1}{2}$ miles from Belfast, a picturesque and rising town, situated midway between Belfast and Bangor, on the eastern shore of Belfast Lough, a favourite suburban residence of the Belfast merchants. It is sheltered from the east wind by a range of low hills, from the summits of which good views may be obtained. Near the town is the Kinnegar rifle ranges. The new barracks stand on the site of the former palace of the Bishops of Down and Connor.

Bangor (*Hotels*: Grand; Burlington; Ava; Imperial; Abercorn; International; Victoria; Pickie Temp.), 12 miles from Belfast, is the chief watering-place for the inhabitants of that city and its neighbourhood. During the summer frequent steamers ply between the two places, and trains run every half-hour. There is a fine beach for bathing. Here the regattas of the Royal Ulster Yacht Club are held. From Bangor on a clear day the Scottish coast can be seen. Two miles from Bangor is Clondeboye, the seat of the Marquis of Dufferin and Ava. The museum contains a fine collection of antiquities and curios collected by the late Marquis. On a hill above the mansion is Helen's Tower, erected by the late Marquis to the memory of his mother. The ruins of the ancient Bangor Castle, still in good preservation, overlook the quay; and close to the town is the fine modern Bangor Castle, Elizabethan in style.

From Bangor a drive of 6 miles along the coast will bring us to

Donaghadee (*Hotels*: Mount Royal ; Imperial), 18 miles east by north of Belfast, connected with that city by a branch line of the railway from Comber. On the north-east side of the town is a rath forming a lofty mound, with the sides shaped round and the top hollowed out from east to west by a fosse. It is ascended by a winding footpath, supposed to be coeval with the mound, and once there, a fine view is obtained of the Scottish coast (22 miles distant). In addition to its trade, Donaghadee has some importance as a bathing-place.

Taking the train for Comber Junction on the Belfast and Downpatrick line, we come to

Newtownards (*Hotels*: Londonderry ; Ulster ; Commercial Temperance), $12\frac{1}{2}$ miles from Belfast, agreeably situated at the northern point of Lough Strangford, which is navigable to within $\frac{1}{2}$ mile of the town, and at low water affords a fine level strand for many miles. It is a very ancient place, and was made a borough by James I. The Society of Friends were early benefactors of the town, and established a linen factory in the end of the 18th century. There are flax-mills, and weaving and hem-stitching. In 1214 a Dominican friary was established, and in it were held chapters of the order in 1298 and 1312. At the Dissolution it was granted to James Viscount Clandeboy at the annual nominal rent of 13s. 4d. "By assignment" it afterwards became the property of Montgomery, Viscount Ards. In the town an Irish cross has been erected to the memory of the fourth Marquis of Londonderry, and on Scrabo Hill, overlooking the town, is a monument to the third Marquis. The ruin of the church, founded by the first of the Montgomeries, a descendant of him who caused the accidental death of King Henry II. of France at a tournament, is an interesting relic at the east end of High Street. The town hall, erected in 1770, includes assembly-rooms, billiard-room, news-room, free public library, and amusement-room. In the centre of the town is the pedestal of an ancient cross. About a mile to the north are the remains of the Abbey of Moville, founded about 540 by St. Finian.

Grey Abbey, $7\frac{1}{4}$ miles from Newtownards by car, is one of the most interesting relics in the County Down. Africa, the daughter of Godred, King of Man, and wife of Sir John de

Courcy, founded it in 1193, under the title of the Abbey of St. Mary, *De jugo Dei*. It was a cell or offset of Holm Cultram in Cumberland. In the rebellion of 1641 the original abbey was destroyed by the O'Neills, but was afterwards rebuilt by the Montgomeries. The ruins, which are clothed with ivy, are very extensive, and are kept in proper repair. The abbey is not far from the margin of STRANGFORD LOUGH, a large circumscribed arm of the sea, 16 miles in length by 4 to 5 in width. The islands are very numerous, and by some said to number 365, a frequent computation regarding the islands in Irish loughs. Kelp was at one time furnished in large quantities by the islands and shores of Strangford Lough.

Half way between Comber Junction and Downpatrick a branch line to the right, $3\frac{1}{2}$ miles long, takes us to

Ballynahinch (*Hotel*: Fitzpatrick's), which is $12\frac{1}{2}$ miles from Belfast, and 9 by road from Downpatrick. It was the scene of a serious fight during the disturbance of 1798. Embroidery is carried on. Adjoining the town is the fine demesne of Montalto, formerly possessed by the Earls of Moira, and now the seat of the Kers. Two miles to the south is a Spa, with sulphureo-chalybeate springs, and good accommodation for visitors.

Killyleagh (*Hotel*: Furey's), 5 miles north of Downpatrick, may be reached by hired car either from Crossgar, a station 5 miles before reaching Downpatrick, or from Downpatrick itself. It is a small seaport, prettily situated on the western shore of Strangford Lough. The chief feature of interest is the Castle, part of which is of great antiquity. It was held by the O'Neills, and was forfeited in the rebellion of Shane O'Neill. With the exception of the two round towers it was completely rebuilt in 1850. Flax-spinning affords employment to a large number of the inhabitants. The church occupies a fine site, and was rebuilt in 1812.

Downpatrick (*Hotels*: Down Hunt Arms; Commercial; Den-vir's), 27 miles S. of Belfast, is the county town of Down, and said to be the most ancient town in Ulster, having consisted at one time of three divisions—English, Irish, and Scotch. It has been the scene of frequent sieges and battles, and in 1641 the magnificent castle was burnt by the Irish. Downpatrick is said to have been the burial-place of St. Patrick. The cathedral stands on a hill to the west of the town.

Dundrum (*Hotels*: Downshire Arms; The Vaults), 8 miles (by rail) south from Downpatrick, is situated on Dundrum Bay, and commands an extensive view of the sea in front, backed by the Mourne Mountains in the west. It is well built, with convenient baths. A musketry camp has been formed on the Ballykinlar peninsula, where some 4000 to 5000 troops are under canvas in summer. The quay, with commodious storehouses, begun by the fourth Marquis of Downshire, has tended much to the improvement of Dundrum.

Newcastle¹ (*Hotels*: Slieve Donard; B. & C. D. Rly.; Bellevue; Black Rock, etc.) is situated 5 miles south of Dundrum by rail, on the Bay of Dundrum, under the north-eastern declivities of Slieve Donard. It had its present name from a castle, of which not a vestige now remains, having been taken down in 1835, and baths erected on the site where it stood. The village, however, till lately, consisted of a few fishermen's cottages. In 1821 the Earl of Annesley began to build Donard Lodge under the brow of Thomas Mountain, enclosed a demesne with a wall, and commenced the extensive plantations which form so great an ornament to the place. Since then it has gradually increased, and now, on account of the beauty of its scenery, ranks among the most frequented watering-places in the north of Ireland. As it is 2 miles from the parish church of Kilcoo (at Bryansford), Lord Annesley, in 1833, erected a commodious church (St. John's) on The Rock.

Slieve Donard is best ascended from Newcastle. The shortest and most usual route passes through the domain of Donard Lodge (see below), and ascends the glen of Amy's river a considerable distance above the quarries, then strikes off across level ground to the north-eastern foot of the cone. The summit (2796 ft.) is the highest point in Ulster, and is crowned with a large cairn. The climb up takes nearly two hours; the descent, one hour.

The *nearest* object of attraction is the demesne of DONARD LODGE, which is open, except on Monday and Thursday, for visitors wishing to see the waterfalls of the river Glen. A point called the Ivy Rock, or Goat's Rock, commands a particularly

¹ Cars run to Kilkeel and Rostrevor, and in the summer special cars to Warrenpoint. There is a very fine golf links extending along the shore. In 1906 Newcastle was connected with Ballyronney by rail.

fine view. A path to the left, steep and rugged, near the bank of the river, leads up to the ice-house (no longer used as such). Another mountain stream, called Amy's river, comes down through the demesne of Donard Lodge, and is crossed by a bridge just outside the gate. It rises in the glen above the granite quarries, and falls into the sea just below the new Spa Well.

BRYANSFORD (*Hotel*: The Roden Arms), is a very pretty village $2\frac{1}{2}$ miles from Newcastle, where is the entrance to TOLLYMORE PARK, the seat of the Earl of Roden, under a fine pointed arch, from which the view of the wooded mountain-side and the heights of Slieve Donard in the background is most impressive. The park is open under the following regulations:—Carriages and pedestrians, on Tuesdays and Fridays, 10 to 6; other days, by ticket only. Carriages admitted by ticket from the agent. The woods extend above 2 miles along the valley, through which flows the Shimna river, and rise to a considerable height on the hills within the wall. The Park contains nearly 2000 statute acres, and in it will be found a variety of mountain and forest scenery.

Two miles farther on to the north-west is

Castlewellan (*Hotels*: Annesley Arms; Commercial), 12 miles S.W. of Downpatrick, and 4 from Newcastle, the chief market-town of Upper Iveagh, and formerly the seat of the family of Magennis. The property passed, in the latter part of the 17th century, to the Earls of Annesley, who possess the title of Baron of Castlewellan. The handsome church, with tall broach spire, was built by the Earl of Annesley in 1854 at a cost of £7000. The park at Castlewellan climbs up the wooded side of Slieve-na-Slat (or the Red Mountain), and commands an extensive view of the whole range of the Mourne Mountains. Castlewellan demesne is open to the public on Mondays only. The drive is very pretty, being round the lake.

Belfast to the Giant's Causeway

By Northern Counties Railway to Portrush, and thence by electric tramway or car.

The most common way of reaching the Causeway from Belfast is by rail to Portrush. After visiting Dunluce Castle and

the Causeway the tourist may return to Portrush in time for the evening train to Belfast. A very pleasant way of making the return journey is by car partly or wholly round the coast, but the majority who have time at their disposal will probably prefer to proceed to the Donegal Highlands.

Leaving Belfast behind, the way, whether by rail or road, is, for a space of nearly 8 miles by the side of **Belfast Lough**, originally called the Bay of Carrickfergus, a fine sheet of water about 12 miles long and 5 broad. The breadth gradually diminishes from the entrance to the embouchure of the river Lagan. There are scarcely any rocks in this bay, except two reefs—one on the north side, and the other on the south side, called by the Irish the Briggs, *i.e.* the tombs; but by the Scotch the Clachan, from its resemblance to a village when uncovered at low water. There is a shoal a little south-west of Carrickfergus, over which lie 9 feet of water at ebb tide. "The Speedwell," a Scotch ship, in King William's reign, was the only ship ever known to suffer on it.

CAVE HILL, attaining an elevation of 1140 feet, is distinctly seen after leaving Belfast.

At **Greencastle** was formerly the ancient castle of the Burghs, Earls of Ulster and Lords of Connaught. "In 1495 it was thought to be a place of so much importance to the Crown that no person but of *English birth* was declared capable of being constable of it. It was a garrison in the rebellion of 1641, and helped to restrain the Irish in these then uncultivated parts." A little farther on, in the village of Whitehouse, is the site of the first cotton factory in Ulster. The linen trade is now carried on there.

Whiteabbey has three claims on our notice: the ruins of its Abbey Church, its flax-mill, and its picturesque glen in the demesne of Mr. William Valentine. The walls of the old Abbey Church are pretty entire. In the eastern gable are three lancet-shaped windows. The castle, formerly Cloughanharty, was afterwards termed Lugg's Castle.

Carrickfergus (*Hotel*: Morrison's) is on the line to Larne, 3 miles from Greenisland Junction. Formerly it was a parliamentary borough, and until 1850 the assize town of the county. The castle, which is one of the most complete specimens of ancient Anglo-Norman fortresses in the kingdom,

is built upon a rock close upon the sea-shore, and commands in a most effectual manner the lough or bay of Belfast. To the land side the rock slopes considerably, but even at ordinary tides the building is three parts surrounded by water, and commands, in a most effectual manner, Belfast Lough. The Protestant Episcopal Church of St. Nicholas contains some interesting monuments to the Chichester family. One, erected in 1625, has the kneeling figures of Sir Arthur, the founder of the family, and his lady. Between them lies the figure of their infant son, and below is the effigy of Sir John Chichester. There are extensive salt-mines at Duncove, near the town, and at Woodburn there is a very pretty glen, which may be made, by visitors, the termination of a very pleasant excursion. The new harbour has increased the prosperity of the town. Near Carrickfergus was WOODBURN ABBEY, founded in 1242 by the family of Bisset. In 1542 the last abbot, Gilbreath M'Cowragh, resigned and retired to Island Magee. The ruins have entirely disappeared.

At Carrickfergus junction we may, instead of proceeding to Carrickfergus and Larne, turn to the left and, leaving Belfast Lough behind us, pass Ballynure Road station and the village of Templepatrick. A short distance off is Donegore Moat and church. The village of Muckamore and its ruined abbey are passed before arriving at

Antrim (Massareene Arms Hotel), an attractive little town, 22 miles from Belfast, on the Six-Mile Water, near Lough Neagh. It consists of two principal streets. In the vicinity there is a very perfect round tower, 92 feet high, and measuring at the base nearly 53 feet in circumference. Above the doorway there may be traced the design of a cross within a circle, but it is not in good repair. Considerable damage was done to the tower in 1822 by lightning. Near the town is Antrim Castle, an old embattled building with towers and turrets, the seat of Viscount Massareene. In the oak room of the castle is the chair occupied by the Right Hon. John Foster, the last Speaker of the Irish House of Commons. Being strongly opposed to the Union, he refused to give up chair or mace. In 1798 Lord O'Neill was slain in Antrim in a fight with the Irish insurgents. From Antrim it would be well to walk through the extensive and beautiful demesne of Antrim Castle, and visit

Lough Neagh, the largest lake not only in Ireland but in the United Kingdom. Its length from north to south is 20 miles, and its breadth 12.

SHANE'S CASTLE, the seat of the representative of a long and noble line of heroes, stands on the margin of the lake. The building was accidentally reduced to a state of ruin by fire in 1816. The walls, with their towers and turrets, still exist.

RAM'S ISLAND, off the eastern shore, is a spot of great beauty, with the shattered remains of a round tower, ornamented with shrubs and flowering plants. There are only two other islands on the lake. Lough Neagh is too large and too destitute of mountain sentinels to look well from all parts. The north-western portion of it, however, especially Antrim Bay, is truly beautiful, the country in that direction being well wooded. Chalcedony, opal, and cornelian are frequently found on the shores of the lake. Not long after quitting Antrim the deer-park of Shane's Castle is passed. In the graveyard (now disused) close to the old ruin there is a stone which once marked the place of sepulture of the O'Neills. To view Shane's Castle and demesne the traveller should proceed to

Randalstown (*Hotel*: O'Neill Arms), by branch line, 4 miles from Antrim, a town of some antiquity, and the headquarters of the forces which in 1688 were dispatched to Londonderry. There are some linen manufactories here. The river Main is crossed by a stone bridge. On the river there is remarkably good fishing, inquiries regarding which should be made at the hotel.

Leaving Lough Neagh and Antrim we continue our railway ride to

Ballymena (*Hotels*: Adair Arms; Royal), which has one of the most extensive linen and flax markets in Ireland. In the vicinity is a rath about 50 feet high, well planted, and known as Ballykeel Moat; in connection with it is a partial amphitheatre. About $2\frac{1}{2}$ miles from Ballymena, on the western side, on rising ground opposite Galgorm Castle, the seat of the Right Hon. J. Young, is the neat little village of Gracehill, a Moravian settlement founded in 1765. Seven miles east of Ballymena is Slemish, a rounded hill 1390 feet high. In that direction there is a Druidical altar, a little to the left of the

public road. The inclined stone is about 10 feet by 8. There is good free fishing in the streams in the neighbourhood.

Ballymoney (*Hotels*: Royal; Antrim Arms), is one of the most thriving market-towns in the County Antrim. In 1867 a new Town-hall was erected by public subscription. The building also includes an assembly hall, news-room, and library.

Coleraine (*Hotels*: Cloth-Workers' Arms; Corporation Arms) is an important town, finely situated on the river Bann, about $4\frac{1}{2}$ miles from the Atlantic Ocean. It is an ancient place,¹ and as early as 540 was the seat of a priory founded by St. Carbreus, a disciple of St. Finian of Clonard. Many of the old houses, built evidently in the 17th century, were in existence fifty years ago. It has long been noted for the excellence of its linens, called "Coleraines," for its whisky, and for its salmon-fisheries in the Bann. A harbour has been constructed at the mouth of the river at a cost of £66,000.

Castlerock (*Castlerock Hotel*), 5 miles from Coleraine on the line to Londonderry, and situated at the mouth of the river Bann, is a seaside resort. It commands extensive views of Innishowen Head and Portstewart on towards the Giant's Causeway, with the wide sweep of the Atlantic directly in front of it.

Portstewart (*Montagu Arms Hotel*), 4 miles from Coleraine on the Portrush branch line, is a watering-place with considerable claims to beauty. Three miles farther along the coast we gain

Portrush (*Hotels*: Northern Counties; Metropole; Golf), three hours by rail from Belfast, with steam-packets three days a week to Glasgow, and to Liverpool and Morecambe, is a pleasant little seaport and fashionable watering-place, considered as the port of Coleraine, with which it is connected by railway. It is very attractively situated on a long and narrow peninsula consisting of the celebrated Portrush rock. An excellent golf-course adjoins the town. There is a fine smooth beach for bathing. A town-hall, including assembly-rooms, was built in 1872. An

¹ At Mount Sandell, one mile south of the town, on the right bank of the Bann, there is a large Danish fort.

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MAP OF THE
GIANTS CAUSEWAY
& SURROUNDING COUNTRY.

Scale of One Mile



BENGORE HEAD



John Bartholomew & Co. Edin.

obelisk was erected here in 1859 to Dr. Adam Clarke, the Biblical commentator.

THE WHITE ROCKS, on the way to Dunluce, are among the most interesting objects on this extraordinary coast. It is said that within a distance of 2 miles there are no fewer than twenty-seven caverns, all natural excavations worn, by the action of the waves on the white limestone of which they are composed, into the most fantastic shapes. The most interesting is that known as the Priest's Hole.

Portrush to the Giant's Causeway

By electric tram-car. Fares, 1s. 6d. and 1s. ; Return, 2s. and 1s. 6d.

The Giant's Causeway Electric Tramway, the first tramway of the kind constructed in the United Kingdom, was formally opened to Bushmills by Lord Spencer 28th September 1883, and the daily service of electric cars established on 5th November following; in 1887 the line was completed to the Causeway. The project was conceived and carried out by Mr. W. A. Traill, Sir William Siemens designing and supplying the original electrical plant.

Dunluce Castle, 3 miles to the east of Portrush, has a fame almost as wide spread as the Causeway. It crowns a rugged and precipitous rock, upon which the ocean beats, and which is connected with the mainland cliffs by a wall 18 inches broad, spanning a chasm nearly 100 feet deep.

Bushmills (*Hotels* : Commercial ; M'Iloy's) is an old town, 6 miles east of Portrush, and about 8 miles from Coleraine. It derives its name from the river Bush, on which it is placed, and an old water-mill now in ruins. On an adjoining hill stands the mansion-house of Dundarave, the seat of Sir Francis E. Macnaghten, Bart. Bushmills is a favourite resort for anglers, on account of the abundance of salmon in the Bush ; information can be obtained from the proprietor of the hotel. Near Bushmills are the generating machines for the electric tramway.

Giant's Causeway (*Hotels* : Causeway ; Kane's Royal).—Basaltic rocks occur more or less plentifully over the whole northern coast of the County Antrim, but the district embracing the most interesting variety of forms ranges over a space of about

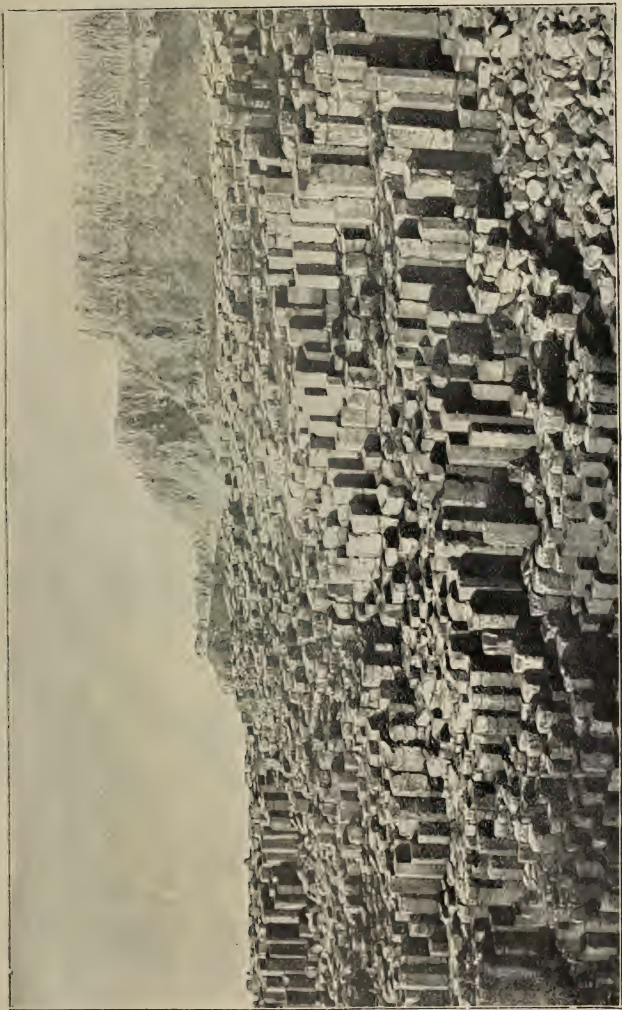
4 miles from Portcoon Cave on the west to Dunseverick Castle on the east. It is advisable, if the tourist have time, to inspect the objects first in a boat, and then to visit them by land in detail—the walk along the cliffs affording many magnificent views. Not until 1693 was public attention called to the Giant's Causeway, but now the tourist to the north of Ireland rarely, if ever, neglects to visit it. To form any conception of the appearance of this extraordinary work of nature, we must suppose a wild rocky shore, with here a shoal and there a beetling cliff, alternating with deposits of debris. But the majority of our rocks in cliffs are deposited in layers one above another; whereas these are composed of perpendicular columns, some five, some six sided, and though separate, fitting so closely together as to exclude, in some places, even a sheet of paper. The exposed ends of these columns form the Causeway, their entire lengths in other places forming the ribbed or fluted crags, as in the Organ and Stack, and the different series of terraces are formed by successive lava flows. Nor are the pillars themselves continuous, but composed of several pieces fitted together by convex and concave surfaces.

PORTCOON CAVE, about half a mile west of the Causeway, is the first object on our way. It can be visited either by land or water.¹ The echo produced by a musical instrument is entertaining, while that of a loaded gun or small cannon is too stupendous for endurance except by those possessed of the strongest nerves. The story goes that this cave was inhabited by a hermit giant, who, having sworn a solemn oath never to touch food brought to him by human hands, was fed by seals, which carried him provisions in their *mouaths*.

RUNKERRY CAVE can only be entered by water. The entrance is tolerably regular, and somewhat resembles a Gothic arch. This cave is situated to the west of Portcoon. Many prefer the echo of this cave to that of Portcoon. We now proceed to

THE STEUCANS, two peculiar hills which divide the bays Portnabaw and Port Ganniay. A little way farther we come upon the *Giant's Well*, a little hole in the basaltic flooring of the place, which is always filled with clear water. The legends which tell of the giant or giants who lived in this wild

¹ Boat to the Caves, 2s. 6d.



GIANT'S CAUSEWAY.

Valentine & Sons, Ltd.

retreat have of necessity furnished every means of subsistence and amusement for the portly inhabitants, such as organs, chimneys, a ball alley, and even a pulpit; and in keeping with these inventions we find this little pool dubbed the Giant's Well. A very peculiar, though somewhat irregular pillar, called the *Giant's Granny*, will attract the visitor's notice at this point. We are now, however, close beside the grand objects of our visit.

THE CAUSEWAY is divided into three tongues, the Little, the Middle, and the Grand Causeway. It would be impossible to give anything like a correct idea of the Causeway and its accompanying wonders by description; all we can do is merely to tell the tourist how they can be seen, and enumerate a few of the leading objects most worthy of his study.

THE GIANT'S GATEWAY AND LOOM, seen on turning to leave the Causeway, are composed of a series of columns, the perpendicular lengths of which are exposed to view. THE GIANT'S ORGAN is a similar object, but more beautiful than either. The colonnade of pillars constituting the pipes of the Organ has evidently been exposed by some landslip. From PORTNOFFER BAY the Shepherds' Path leads over the cliff to a country perfectly level and grass-grown, presenting a strange contrast to the ironbound coast.

After Portnoffer Bay comes the very remarkable GIANT'S AMPHITHEATRE, an almost perfect semicircular bay.

THE GIANT'S CHIMNEY TOPS are three isolated pillars standing on a promontory. The tallest of them is about 45 feet in height. It is said that one of the ships belonging to the Spanish Armada was driven in to the coast by stress of weather, and in the mist took these isolated columns, then more numerous, for the towers of Dunluce, and wasted their gunpowder in firing at them. PORT-NA-SPANIA, the bay at the west end of which these sentinels are placed, was, it is reported, the scene of the loss of one or more of the Spanish vessels. *The Priest and his Flock, The Nursing Child, and King and his Nobles*, must all be passed before we reach

The Pleaskin, which is the finest of the promontories, as the Giant's Amphitheatre is of the bays. It rises to an altitude of about 370 feet, and exhibits numerous strata, according to some 13, and to others not less than 16. The rich green turf on the

top of the rock, and the various colours of the strata, lend to it a bright and picturesque appearance.

Leaving the Pleaskin, we continue our walk or sail eastward, passing *Horse-shoe Harbour* and the *Lion's Head*, the *Twins*, the *Giant's Pulpit*, a bold precipitous rock, and *Bengore Head*. This last named should be ascended for the magnificent view it gives of the coast. Not far from it are four isolated columns known as the *Four Sisters*. Rounding *Port Fad* we see the *Priest*, a solitary rock, and entering *Portmoon Bay* observe a cataract rushing down to the sea, and the *Stack*, a peculiar mass of columns resembling in general outline a corn-stack.

Still farther on we pass a curious rock termed the *Hen and Chickens*, and shortly arrive at DUNSEVERICK CASTLE, the ancient family seat of the O'Cahans or O'Kanes. The castle as it now stands is a melancholy remnant of its former self. Perched like a nest on the top of a bare insulated rock, without apparent access from either side, it would not require any great stretch of imagination to suppose that it was the work of the fantastic folk who did so much at the Causeway.

Giant's Causeway to Belfast

BY THE COAST ROAD TO LARNE

The distance from the Causeway to Ballycastle is $11\frac{1}{2}$ miles. After leaving the village of Ballintoy (4 miles), where there is a church dating from the beginning of the 17th century, the road passes by the singular islet of **Carrick-a-Rede**, or "the Rock in the Road." It is an isolated mass of basalt standing up in the sea like a huge donjon keep. A flying bridge of ropes, some 60 feet in length, connects it with the shore, and over this the curious tourist has to pass at a rapid pace, and with a steady head, or he might be precipitated into the water nearly 90 feet beneath him. The salmon-fishery off the island is of great consequence, and employs a considerable number of hands. The clerk and fishermen live in the village of Ballintay, and they withdraw the bridge on the approach of winter.

KENBANE HEAD, about 3 miles from Ballycastle, is a narrow peninsula, formed of limestone, jutting out into the sea.

The name is derived from Kenbaan, (*i.e.* the White Promontory), an allusion to the whiteness of the rock. Kenbane Castle, on this peninsula, is attributed to the early English settlers. In the time of Queen Elizabeth the Scottish clan M'Alister held it. In 1568 the Scots joined the MacDonnells in a conspiracy against the English soldiers, which resulted in the death of two English horsemen. Soon after the chief of the M'Alisters was killed by some of the English. The fierce clansmen were ultimately brought to acknowledge English supremacy.

Ballycastle (*Hotels*: Antrim Arms; Marine; Boyd Arms; Royal) is a good market town and seaport, attractive in the summer from its situation and the scenery adjoining. The ruins of a castle erected by Randolph Earl of Antrim, in 1609, stand near the church. The modern prosperity of the town was almost entirely due to Hugh Boyd, to whom a lease of the property was granted in 1736. He erected glass houses, tanneries, breweries, and a handsome quay. This last cost about £30,000; but is now of little value; and most of the manufactures established by Mr. Boyd have been neglected. The church was also erected at the expense of Mr. Boyd, who was interred within its walls upon the day of its consecration. He also endowed several charities, and, although a member of the Established Church, built a Presbyterian, a Methodist, and a Roman Catholic place of worship. Near the town are the picturesque ruins of Bon-a-Margy Abbey, founded in the 15th century, and having within its precincts the burying-ground of the MacDonnells. Coal is the only article of consequence produced by Ballycastle. When these collieries were first worked is not known. That they yielded coal at least five centuries ago is presumed from the remains of coal found at Rathlin. Ballycastle has been connected with the Northern Counties Railway system by a narrow-gauge line to Ballymoney. At Armoy, an intermediate station on this line, there is a round tower, the doorway of which is arched and cut out of a single stone.

Rathlin Island, which is frequently seen from the coast road, lies in the sea about 5 miles from Ballycastle. It is some 8 miles in length, and consists of two arms stretching almost

at right angles with each other, respectively 5 and 3 miles in length. The large bay formed by the two is called Church Bay, from a place of worship situated at the head of it. The island is about 4 to 6 miles from Ireland, and 12 or 14 from the Mull of Cantire in Scotland; and is a link in the basaltic chain which binds the Antrim coast with Scotland. Robert Bruce, in 1306, during the wars between him and Baliol, fled to this island with 300 men, returning to Scotland in the spring of the following year. The ruins of a castle, said to have been inhabited by Bruce, and still bearing his name, are situated on a high almost perpendicular piece of land, and from it may be obtained a view of the Scottish coast. The inhabitants of the island are engaged in fishing and the like. DOON POINT, on Rathlin Island, exhibits columns of basalt of a peculiarly curved form.

THE GRAY MAN'S PATH is to the south of Benmore or Fair Head, near Murlough Bay.

Fair Head is a bold promontory to the east of Ballycastle Bay, where the "great masses of basaltic rock form a kind of *plateau* or table-land." It is widely different in composition from the small, compact, close-grained basalt of the neighbourhood, being a crystalline greenstone supposed to belong to a different epoch. In a little hollow near the summit are two small lakes, about 500 feet above the sea, the Dhu Lough, *i.e.* Black Lake, and Lough-na-Cranagh, the Lake of the Island. The island in this latter lake is said to have been made by the Druids, and used as the site of their religious ceremonies. From Benmore there is a very extensive view, the coast of Scotland, 17 miles distant, being distinctly visible. To the east along Murlough Bay the scenery is wild and picturesque.

Returning to the main road we pass Tor Head and Cushendun Bay, and enter the pretty village of CUSHENDUN picturesquely situated on the rapid Glendun river, which, two miles higher up, is spanned by a viaduct 80 feet in height, supported by three arches, and erected at a cost of £17,000. Farther south, at the head of Red Bay, is Cushendall (Glens of Antrim Hotel), one of the sweetest villages in Ulster. It is connected with Ballymena by a mineral railway line. Between Cushendall and Red Bay the wild and desolate basaltic vale of Glenariff, the Valley of Caverns, is passed. On a hill not

far from this town Fin MacCoul is said to have resided. A rath called Duncлана Moarne is regarded as the site of his home.

Dallas, a Scots giant, slain by Ossian, is said to be buried in Layde churchyard, Cushendall, where there is an old ivy-covered church, in ruins, and a cemetery, both believed to be over 1000 years old. It is the burying-place of the Macdonalds. The coast here is full of caves, not a few of which have been the abode of smugglers. The road to Glenarm hugs the seashore, and skirts the base of Knockore (1170 feet). GARRON TOWER, a former seat of the Marquis of Londonderry, now a hotel, is passed about four miles before reaching Carnlough. It is built on an enormous mass of white limestone and basaltic rock rising perpendicularly from the sea. At Carnlough there is also a good hotel, the Londonderry Arms.

Glenarm (*Hotels*: Antrim Arms; Seaview; Commercial. Mail-cars to Larne, Ballymena, Cushendall, and Ballycastle) is a neat little town in a beautiful vale opening on the bay of the same name. The castle of Glenarm, erected in 1639, is the seat of the Antrim family. (For admission inquire at the village.) It stands in a commanding position near the town, surrounded by a fine deer-park encompassed by an embattled wall. In the churchyard are the remains of a monastery founded in 1465 by a Scotchman, Sir Robert Bisset, who had been banished from his own country for being accessory to the murder of the Duke of Athole, and was therefore patronised and established here by Henry III. There is a small harbour, and some trade is carried on with Scotland. The tourist who can spend two or three days in sea-bathing could not select a better spot in Ireland than Glenarm.

Larne (*Hotels*: Olderfleet, Larne harbour; King's Arms, Main Street; Lanes and Yorks, Laharna, etc.) is to the north of Ireland what Kingstown is to the central and southern parts, owing to the direct daily service (Sundays excepted) of steamers with Stranraer. The coast road to the Giant's Causeway (54 miles) affords one of the finest drives or cycling runs in the United Kingdom. There is a first-class railway service between Larne and Belfast, and Larne and Portrush, as also a tourist car service by the road above mentioned to the latter place. Post cars and special cars from M'Neill's Hotel to Cushendall (26 miles).

By the Short Sea Passage Service between Larne and Stranraer (on the Scottish coast—distance, $39\frac{1}{2}$ miles) tourists can now reach Scotland and England by a most convenient route. The ancient name of Larne was Inver, which signifies a creek or inlet. The export trade is principally in rock-salt and limestone. Cotton goods and canvas are pretty extensively manufactured in the town. In summer Larne is frequented for bathing. In the immediate vicinity is the ruined CASTLE OF OLDERFLEET, at one time "important as a defensive fortress against the predatory bands of Scots who invested the north-eastern coasts, and was generally under the direction of a governor." The office was held in 1569 by Sir Moyses Hill, but was abolished in 1598. The castle and adjoining territory were granted in 1610 to Sir Arthur Chichester, the founder of the noble family of Donegal. It was here that Edward Bruce, the last monarch of Ireland, landed with his band of Scots, when he endeavoured to free the country from English rule in 1315. A ferry plies regularly between Olderfleet and

Island Magee, a peninsula which stretches parallel to the coast. Near the landing-place is an ancient cromlech, the covering stone of which is 6 feet in length, and triangular in shape, sloping to the east. At Brown's Bay is a rocking-stone known as the Giant's Cradle, said to acquire a tremulous motion on the approach of criminals. On the coast are the Gobbins, a range of basaltic cliffs, rising 200 feet perpendicularly from the sea. In the rebellion of 1641 the garrison of Carrickfergus committed a heartless massacre on a party of Roman Catholics on this peninsula, many of whom were forced over the Gobbins into the sea. "Until a late period, Island Magee was the reputed residence of witches, and the theatre of sorcery."

The railroad to Carrickfergus conducts us along the west side of Larne Lough, which presents the appearance of an inland lake, and has only a very narrow entrance from the sea near the town of Larne. Passing the village of Glynn, with the ruins of an ancient church once dependent upon the abbey of Kells, we reach the village of BALLYCARRY, interesting as the site of the first Presbyterian church established in Ireland. The village also contains the ruins of Templecoram, at one time a fine cruciform structure. From Larne the railway may be taken to Belfast, 24 miles distant.

Whitehead, 9 miles south-east Larne, has lately become a favourite summer resort. A splendid view may be obtained from the Head. The next station is **KILROOT**, a parish once held by Dean Swift. The salary attached to it was only £100 at the time Swift held it. The church in which he preached is now a ruin.

Enniskillen to the Giant's Causeway by Londonderry and Coleraine

The line of railway between Enniskillen and Portrush affords increased facilities to tourists who desire to reach the Giant's Causeway from the midland or western districts of Ireland.

That part of the route lying between Mullingar and Enniskillen has been already described on pp. 78 and 105-106. Soon after leaving Enniskillen, the line enters the county of Tyrone, the territory of the O'Neills, till the rebellion of the chief in 1597, and "the plantation of Ulster" by James I.

Omagh (*Hotels*: White Hart; Royal Arms), the county town, in the centre of a very much improved district, has been almost entirely rebuilt since 1743, in which year it was destroyed by fire. Among the public buildings are the court-house in the Grecian style, the old gaol, the lunatic asylum, the county hospital, and the Loretto convent. Thence the line runs through the valleys of Strule and Mourne to Newtownstewart and Strabane.

Newtonstewart (*Hotel*: Abercorn Arms) is a finely-situated village, the most interesting objects in which are the ruin of an ancient castle near the bridge and the house in which James II. slept on his way to Londonderry. Near the town is Barons Court, the seat of the Duke of Abercorn. The rivers Mourne, Shrule, Glenelly, and Derg—all quite convenient—are famed for their salmon and trout fishing.

Strabane (*Hotels*: Abercorn Arms; Agricultural; Commercial), on the river Mourne, is celebrated for its flax and grain markets, held weekly. There are several important manufactories, and among the principal buildings the Protestant Episcopal Church—a spacious cruciform edifice in the Grecian style—the New Presbyterian Church, and the Town Hall.

The line now enters the County Donegal and runs down the west side of the river Foyle till it reaches Londonderry. The county of Londonderry receives its name from the town,

originally called Derry from Doire, the "place of oaks." In 1609, after the confiscation of the estates of the O'Neills, the greater part of their lands was bestowed on the citizens of London—hence the name of Londonderry. The common council of London undertook to expend £20,000 on reclamation, and elected a body of twenty-six for the management of the property, who, in 1613, were incorporated as the Irish Society, and retained possession of the towns of Londonderry and Coleraine, the remainder of the property being divided among the twelve great livery companies of London. The estates were sequestrated by James I., but Cromwell restored the Society to its former position, and Charles II. at the Restoration both granted to it a new charter and confirmed the companies in their estates. At present nearly 160,000 acres in the county are possessed by the Irish Society and the London livery companies—the largest possessors being the skinners' company, 34,772, and the drapers, 27,025 acres.

Londonderry (*Hotels*: Imperial; Ulster; City; Northern Counties; North-Western; Melville (Temp.)) is situated on the River Foyle, just before it flows into the lough of the same name, which more than half surrounds the hill on which the city stands. It is a city and county in itself, having been incorporated under the name of Londonderry in 1613. The town owes its origin to an abbey for Augustine canons founded by St. Columba in 546. The abbot of this monastery, on being made bishop, erected in 1164 Temple More or the Great Church, one of the finest buildings in Ireland. Both the Great Church, and the church of a Dominican monastery founded in 1274, were demolished in 1600 to supply materials for fortifying the city. These fortifications were finally completed in 1618 at a cost of £9000. The walls still remain entire, and are kept in good preservation as a promenade. The Bishop's Gate and Ship Quay Gate are alone embellished. The former is a triumphal arch, erected to the memory of William III. in 1789. In the western bastion a Doric column surmounted by a statue has been placed to the memory of the Rev. George Walker, who conducted himself with conspicuous valour during the great siege of 1689, and subsequently fell at the battle of the Boyne.

The appearance of the town from the opposite side of the river is very picturesque. The summit of the hill is occupied by

a quadrangular area, from which the main streets diverge at right angles. Some of the ancient houses with high gables remain, but they have been much modernised. The cathedral, a Gothic building, erected in 1633, and recently entirely renovated, stands upon the summit of the hill, and contains some curiosities of the siege, such as a bombshell, flag-staves, etc. It is worth while ascending its tower for the fine view of the neighbourhood which it commands. The bishop's palace, erected in 1716, occupies the site of the abbey founded by St. Columba. There is a large R. Cath. Cathedral, and among other buildings are the court-house, erected in 1824 at a cost of £34,000, and the grammar school. The Foyle is crossed by an elegant bridge, 1200 feet in length. The town is an important seat of the linen manufacture, and also possesses shipbuilding yards, iron-foundries, distilleries, and breweries. A very large coasting trade is carried on. There is regular steam communication with Glasgow and several English ports. The Allan and the Anchor Lines of Atlantic steamers call at Moville, where they are met by a steam tug from Londonderry.

About a mile from the city is MAGEE PRESBYTERIAN COLLEGE, a handsome building which cost £20,000, a sum left by Mrs. Magee of Dublin for training Presbyterian ministers. The professors of this college, acting in conjunction with those of the Presbyterian College, Belfast, confer degrees in divinity.

Leaving Londonderry the line, for a considerable distance, lies along the south-east shore of Lough Foyle, a triangular arm of the sea about 15 miles long by 10 wide, with extensive sand-banks on the sides, and a large sandy island, Shell Island, in its centre.

Soon after passing Carrickhue, a branch line about $2\frac{1}{2}$ miles in length leads to

Limavady, formerly Newtonlimavady (*Hotel*: Alexander Arms), a clean and well-built town of great antiquity, once the residence of the O'Cahans, whose castle at the head of a romantic glen was called Limavady or the Dog's Leap. The town has a good Public Hall. The linen manufacture is much diminished.

Resuming the journey by the main railway line—At Bellarena, the seat of Sir Frederick Heygate, Bart., the scenery on the right becomes more picturesque, the cliffs rising to a great height overhead. Between Bellarena and Magilligan these cliffs are

especially fine, though they continue all the way to Dunhill, where stand the ruins of a mansion erected by the Earl of Bristol when Bishop of Derry, but some years since accidentally burned. The line now lies along the west side of the river Bann to Coleraine, the route from which to Portrush and the Causeway has already been described.

Londonderry to Malin Head

By rail to Buncrana and Carndonagh ; thence by car.

Leaving Derry by the Lough Swilly Railway (station at the quay), we pass, 2 miles to our left, the **GRIANAN OF AILEACH** situated upon a hill rising 802 feet above the level of the sea, on which stand the remains of a royal residence, "one of the most remarkable and important works of its kind ever erected by the ancient Irish." Several interesting caves exist at the base of the hill. The railroad affords many beautiful views of Lough Swilly. At the mouth of a valley watered by the Owenkillew River is **Buncrana** (p. 140) (Lough Swilly Hotel), beautifully situated on Lough Swilly, 14 miles from Derry. Close to the town is the tower of the old castle of the O'Dohertys. The modern castle was erected by Sir J. Vaughan in the beginning of the 18th century.

Between Buncrana and Carndonagh, a journey occupying some seventy minutes. The first station is Ballymagan and the next Drumfries. Up to this point the railway and road run together—the railway on right, the road on left. Then the road parts company and takes a short cut of 7 miles to Carndonagh.

Round Drumfries the scenery is remarkably wild and beautiful. Northwards there is a semicircle of mountains, all rising to over 1000 feet, while to the east and close at hand Slieve Snaght (snow mountain), the highest in the peninsula, attains 2019 feet.

After Drumfries comes Clonmany, a village beautifully situated amid mountains. Ballyliffin with its famous strand, and **Rashenny** on **Trawbreaga Bay** follow after, and then a short run brings us to Carndonagh, the terminus of the line in Inishowen.

Carndonagh (*Hotels*: O'Doherty's, Canning's) is a neat thriving little town which the advent of the railway has opened up to tourists. From it a wealth of wild scenery may be explored, and chiefly Malin Head.

Cars run in connection with the trains from Carndonagh to **Malin Head**, which is the most northern point of land in Ireland, and although of no great elevation—only 226 feet—it is a prominent object when seen from the sea. From it some fine views are obtainable, including Portrush, and, on a clear day, the Scottish coast. If the traveller be a geologist, he will find it quite worth his while to stay a night at the hotel at Malin Head to examine the granite there, and to study the sections of the metamorphic slates, quartz rocks, and greenstone bands exhibited by the cliffs on the coast from Malin to Glengad Head, and thence to Culdaff Bay. Some beds of highly metamorphosed limestone will interest him about Culdaff, whence he could either continue his route to Inishowen Head, strike across to Moville, which is about 10 miles from Culdaff, or join the train at Carndonagh about 6 miles distant.

Londonderry to Inishowen Head

Steamer or mail van to Moville; thence by hired car.

On the west side of the upper end of Lough Foyle is the village of Muff, leaving which, and continuing on the side of the lough, on the left rise Eskaheen (1377 feet) and Crockglass (1295 feet), and before us the village of Carrowkeel, north of which the road is enlivened by numerous summer residences. White Castle was once a seat of the Careys, who now live at Castle Carey, a few miles nearer Moville. Red Castle, formerly the seat of the O'Doherty clan, is now the property of the Hon. Ernest Cochrane. The property is extensive, with good fishing and sporting rights.

Moville (*Hotel*: M'Connell's), a clean, pleasant town, is finely sheltered by high hills from the western gales. Good bathing.

Passing Greencastle, where the American mail steamers on the northern route call for latest telegrams, the ruined fortress of the O'Dohertys, and Dunagree lighthouse, Inishowen Head is gained. From the Head itself, and still better from the hill behind it, is obtained an extensive panoramic view of the coasts of Londonderry and Antrim, embracing Portstewart, Portrush, the Skerries, the Giant's Causeway, and Bengore Head. An electric railway is being built from Londonderry to Moville with a generating station at Carrowkeel, the water power being supplied from Cabry Glen, close at hand. A line of steamers runs between Derry and Moville.

THE DONEGAL HIGHLANDS

The Donegal Highlands, hitherto the least visited part of Ireland, though possessing splendid mountain scenery and beautiful seascapes, may be explored from different bases and by different routes. That from Enniskillen and Ballyshannon has already been described ; but if Derry is chosen as the starting-point, as it likely will be by those approaching from Belfast, Larne, the Giant's Causeway, and Portrush, the tourist can go either north by Lough Swilly ; or west by Strabane, Stranorlar, and Drummin, to the town of Donegal, and thence northward along the west coast, reversing the stages from page 146. The latter route has some advantages over the other, but on the whole we prefer the former as more variedly picturesque, and better supplied with first-class hotels. Those who take the eastern route will travel by the Lough Swilly Railway and will reach Buncrana in 40 minutes, and Carndonagh, the terminus, in 30 minutes more.

Buncrana stands prettily on Lough Swilly, 14 miles from Derry. It has become a health resort and much-frequented watering-place. The Lough Swilly Hotel is a handsome and well-furnished house with all modern appliances. The Owenboy, called also the Castle River, abounds with salmon and sea trout, and the Owenkillev or Mill River contains many brown trout.

Golf.—There is a ladies' golf course about a mile in length near the railway station : and at Lisfannon, about half-way between Buncrana and Fahan, there are also Links for gentlemen.

Excursions.—Many interesting excursions may be made from Buncrana ; as, *e.g.* to Fahan, with its old church and graveyard, its curious stone cross, ruins of a monastery, and a holy well, still visited by pilgrims on the eve of St. John. In this parish was born Agnes Cunningham, mother of John Sterling, whose biography was written by Thomas Carlyle.

The Pass of Mamore is 800 feet above sea-level, having on the one side Croaghcarragh (1307 feet), and on the other Mamore Hill (1381 feet). The scenes in front and rear are grand in the extreme. To the north Raghtin More

THE HIGHLANDS OF DONEGAL.

1

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Main Roads ———



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Statute Miles

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Main Roads ———



Barthelemy, Edw.

rises close by, to the height of 1656 feet; Dunaff Head on the east, and Fanad on the west, form the gate-posts of Lough Swilly like a second "Pillars of Hercules"; Malin Head, the most northern point of Ireland, with its telegraph station, is seen to the north-east, and over the ocean Islay and the Paps of Jura in Scotland; while as far as the eye or telescope can reach the great Atlantic chafes and roars. At our feet lies the Bay of Lenan in all its gentle beauty; and Lough Swilly, like some huge serpent, bears away to the south with its sinuous coils. Westward and far out to sea is Tory Island; while on the mainland we survey in grand panorama the more distant mountains of Donegal, the "sow-back" of Muckish, and the "soaring heights" of Errigal and Slieve Snaght. On the east Mount Bulbin and the Inishowen Slieve Snaght tower aloft into mid-air, and to the north-east the "King and Queen" of the Mintiagh range assert their claims to a share of our admiration. The whole scene is a superb one, and should not be omitted by the tourist—but he must choose a suitable day.

The view of the iron-bound coast from Malin Head, the Ultima Thule of Ireland, is extensive and varied (see p. 139). The return journey from Malin or Mamore should be made by Clonmany and the Mintiagh lakes, a route which affords the visitor grand and varied scenery.

Portsalon.—There are two ways of reaching Portsalon: one by the Fahan steam-ferry to Rathmullen, and thence by hotel car to Portsalon, 10 miles distant. But on Tuesday and Friday the steamer goes direct from Fahan to Portsalon. Here there is one of the best-appointed hotels in Ireland. This is a delightful resting-place for the tourist, where weeks can be spent happily and with profit to health and temper.

Golf.—The spirited proprietor and manager of the hotel, Col. Baston, has, at great trouble and expense, formed a golf course which can be equalled by very few, even in Scotland. In views from the links it surpasses both St. Andrews and North Berwick.

The Seven Arches.—A short and most interesting excursion is that to the Seven Arches, about $1\frac{1}{2}$ mile north from the hotel. These are a series of fine caverns scooped out of the limestone rocks by the action of the waves.

Rosapenna.—The distance from Portsalon to Rosapenna is

only about 8 miles as the bird flies. The trip may be made across the two narrow ferries of Moross¹ and Rawross, or by car to Carrighart *via* Kerrykeel and Milford.

One mile beyond Carrighart, on the peninsula between Sheephaven and the Bay of Mulroy, stands Rosapenna Hotel² built by the trustees of the late Earl of Leitrim, and opened in 1893.

The **Golf Links** have a circuit of $3\frac{1}{2}$ miles, with eighteen holes and excellent turf; the situation is romantic, and the view from the first hole is said to be unequalled on any golfing green in the three kingdoms. This is another delightful spot to spend some days or weeks.

From the summit of Ganiamore (680 feet), behind the hotel, the visitor obtains a magnificent panorama. Before him lies Sheephaven; beyond it to the right Horn Head (833 feet), jutting out into the Atlantic, and beyond that again, Tory Island, just visible on the horizon; whilst sweeping round to the left, inland, there come Errigal (2466 feet), Muckish (2197 feet), Lough Salt Mountain (1546 feet), Slieve Snaght (2019 feet), the wooded slopes of Ards, and the Knochalla and Inishowen ranges. The district is rich in prehistoric remains.

Creeslough.—A drive of 4 miles will bring the tourist to the village of Glen, in the heart of a hilly region. The road is uninteresting, except for the very fine views, back to Dunaff Head, Slieve Snaght, Raghtin More, and the "Devil's Backbone," and forward to Muckish, Little Errigal, and Dooish. From Glen one can visit the pretty mountain tarn of Lough Salt, 750 feet above sea-level, at the base of Mount Salt (1546 feet). The view from the top of Mount Salt is very fine.

There is little worthy of notice in the 7 miles of road from Glen to Creeslough, which stands on an eminence (150 feet) overlooking Sheephaven Bay. It is about 2 miles from the base of Muckish Mountain, which can most easily be ascended from this point. The village is the proper centre for fishing the Lackagh Water, one of the best salmon streams in the

¹ In a farmhouse at the foot of Cashelmore Hill (560 feet), a short way north of Moross Ferry, was born that Miss Patterson who became the wife of Jerome Bonaparte, and thus ancestress of Prince Napoleon, the present head of the family. By the natives she is still spoken of as "Queen of France."

² Creeslough Station, on the new Burtonport Railway, is about 10 miles from Rosapenna.

north of Ireland. Permission must be obtained from the Leitrim family.

On the right as we go north to Dunfanaghy, $5\frac{1}{2}$ miles, we pass Doe Castle, a seat of the M'Sweenys of old, where a gallows is still preserved, kept in readiness in the "good old times" for unwelcome visitors.

Dunfanaghy (*Hotel*: The Stewart Arms) is a rather pretty village situated on the shore, in a creek of Sheephaven Bay. The beach is smooth, and the air and the water are the perfection of purity. It is sheltered from the northern breezes by the promontory which terminates in Horn Head, and by the high hills upon it. There is a beautiful strand 3 miles in extent, with perfectly safe bathing and boating. The scenery around is bold, rugged, and grand.

Fishing.—There is free fishing for sea trout, fairly good in connection with both hotels. There is an excellent water supply in the village, brought in from the hills at the back.

The hotel has been greatly improved lately, and affords most comfortable quarters in every way.

Dunfanaghy is the best point from which to visit Horn Head, the highest in Ulster; for bold grandeur it can scarcely be surpassed. If weather permits, a boat should be hired to examine this towering headland and its wonderful caves, with the Snuff-box and M'Sweeny's gun. The Horn is as noted for sea-fowl of every kind as St. Kilda in the Hebrides, or Noss Head in Shetland.

It gets its name from the horn-like rocks which rise more than 600 feet from the sea, and which distinguish it from all other headlands.

M'Sweeny's gun is a cave with a huge opening to the sea and a funnel-like vent at the top, through which the compressed air and water and stones are shot forth with hideous roar.

Muckish (*i.e.* Pig's Back) Mountain forms a splendid excursion of a day from Dunfanaghy or Falcarragh. The view from the summit is very fine.

Falcarragh (*Hotel*: M'Ginley's), 7 miles from Dunfanaghy, is built on high ground, and commands an excellent view of Horn Head, Tory Island, and Inishbofin, with Muckish and Errigal Mountains.

Tory Island.—Falcarragh (or Cross Roads) is the best point of departure for Tory Island, taking car to Magheroarty, where a boat should be arranged for beforehand. The distance is 7 miles from Falcarragh. Fine steady weather is indispensable, to avoid the risk of being detained on the island. The cliffs on the east side of Tory Island are grand almost beyond description, but the west shore is low with a fringe of rocks. At the north-west corner there is a noble lighthouse, and also Lloyd's signal station, the "Sentinel of the Atlantic." It is a remarkable fact that the potato disease has never touched Tory Island. There are no rats and no cats; but the inhabitants have now lost their non-rent-paying reputation, and are arranging to purchase their holdings under the Land Purchase Act.

Falcarragh to Gweedore.—Resuming the journey from Falcarragh we drive south-west along the shores of Ballyness Bay to Gortahork, from which there are two roads—one directly south through the Glenna River valley; and the other, much more picturesque and interesting, by Alt Bridge, Derrybeg, Bunbeg, and Clady River. From the summit level before we reach Derrybeg there is an extensive and splendid view of sea and land, in which Horn Head and Tory Island figure conspicuously. This is a bit of perhaps the boldest coast in Ireland. On the left are the Muckish Mountains and the "snow-white peak of Errigal"; and on the right the "mystic Atlantic," with the tower-like cliffs of Tory rising heavenward in the distance.

Derrybeg shows signs of prosperity in its bright houses and excellent shops. There is an Industrial School which, thanks to the zeal and energy of Mrs. Harte, has been of great service to the village and neighbourhood.

Gweedore.—Here the traveller will find a first-class hotel with all comforts. There is excellent salmon and trout fishing in the Gweedore and Clady Rivers, and the lakes in the district.

This is the best point from which to make the ascent of **Mount Errigal**, "King of Donegal Mountains" (2468 feet). Drive to Moneymore (Public House), and, after a turn up the "Poisoned Glen," start for the heights of Errigal; and if the day be favourable you will have a noble reward, as your eye will range from the summit over a radius of 60 miles, embracing the grandest and most varied scenes. If the weather is not

fine, avoid the toil ; but go up or not, be sure not to forget a solid luncheon basket, as none is to be had at Moneymore.

Another delightful excursion is to the **Pass of Dunlewy**, the weirdest in "Dark Donegal." The towering mass of Errigal overshadows it with almost Alpine grandeur, and the effect of the scene on the beholder is altogether marvellous.

Dungloe.—Resuming our journey southwards, we reach Dungloe (Boyle's and Sweeny's Hotels) after a somewhat uninteresting drive of 14 miles.

The tourist, and especially the angler, should remain a few days at Dungloe for excursions, and for fishing the Rosses lakes, which have a plentiful supply of white and brown trout.

The next stage is a long one. After we leave Dungloe the country becomes very wild, and many dark mountain loughs are met with. The views to the left are very fine and varied. At 8 miles the road descends by the precipitous "Corkscrew Road" into the valley of the Gweebarra, and crosses that stream at Doochary bridge.

Continuing southwards we soon begin to ascend the south side of the Gweebarra valley, and leave the river on the right. Several high hills are passed on the left—Aghla (1961) Knockraver (1481), and others. A few miles farther we come to the village of Glenties (22 miles).

Glenties (*Hotels* : O'Donnell's ; Donegal Highlands) stands at a point where two glens meet, and is a pretty, clean, and prosperous village with a good deal of wood in the neighbourhood. From the rear of the Roman Catholic Church there is an extensive and fine view, including the Blue Stack Mountains, S.E. of Glenties.

A light railway has now been opened from Stranorlar to Glenties, which will be of immense benefit to this part of Donegal.

Ardara (*Hotel* : Nesbitt Arms) is one of the neatest and most regularly built villages in Donegal. It is an excellent centre from which to examine the very striking scenery of the coast, and especially the lower edge of Loughros Bay, with Slieve Tooey (1692 feet) looking down on the scene. Good trout and salmon fishing may be had at Ardara and Glenties in the loughs and streams around.

From Ardara the traveller proceeds to Carrick through

Glengesh, a wild and grand Pass (900 feet), the steepest, for vehicles, in Donegal. The road traverses the valley for 2 miles, having Mount Glengesh (1652 feet) on the right, and Barkillin (1291) and Croghalery (1220) on the left.

After emerging from Glengesh we have a choice of routes, one by the rivers Crove and Glen direct to Carrick, and the other by Glencolumbkille. Those who have time to spare should go straight to Carrick to the Glencolumbkille Hotel, one of the most comfortable in Ireland, and make excursions from it on the following days. The weather being favourable, a day may be charmingly spent in visiting Glencolumbkille and its relics of the past, with Glen Head, Sturral Point, and Glen Lough, farther north. The bold headlands, the eagle crags, the wild cliffs and fantastic islands are unrivalled by the scenery of any other part of Ireland; while the ferns and grasses and wild flowers of the district will amply repay the toil of the botanist.

Carrick (*Hotel*: Glencolumbkille) is a pretty village on Teelin Bay, nestling under the shade of Slieve League. The enlightened policy of the Messrs. Musgrave of Belfast has changed the place from wretchedness to cheerful prosperity.

Carrick is a favourite resort of sportsmen both in summer and winter, for fishing and shooting. It is also an excellent centre for excursions, the first of which should be to Glencolumbkille, as already stated. A second should be taken to Carrigan Head (745 feet), with its old watch tower; also to Slieve League (1964 feet), and to Teelin Bay, and Glen Bay. The distance from Carrigan Head to the top of Slieve League is two miles and a half. The ascent may be made from Bunglas Point ("beautiful view"), the prospect from which is said to be "probably unequalled in the British Islands"; but it should not be attempted in wind or rain. That part of the way known as the "One Man's Path" is apt to be dangerous under any of these conditions. In any case a guide should be employed, which the hotel-keeper will supply.

There is a less dangerous and nearer access to Slieve League from Teelin; a splendid bridle-path leads from the public road to the top of the mountain.

The view from the summit is magnificent, including as it does the mountains of Donegal, far and wide, the ocean to

south and to west, and the tops of Nephin and Croagh Patrick in Mayo.

The cliffs of Slieve League, which are best seen from the sea, if Neptune permits, are very grand indeed. They descend in a steep face, about an angle of 45 degrees, from the towering summit of the mountain, in a wall of adamant against which the huge Atlantic waves dash and roar in vain.

Malin Bay with its giants' graves or cromlechs, and circles of standing stones, and the village of Malinmore on a lofty headland, are well worth a visit. In fact the whole coast from Teelin Bay to Loughros Bay can scarcely be excelled in grand and picturesque beauty. At the mouth of Loughros Bay two remarkable islands rise sheer from the waves, one called Toralaydan, to the height of 350 feet, and the other, Tormore, to more than 500 feet.

From CARRICK to Killybegs (*Hotels*: Rogers', Coane's) the road presents a succession of grand and very beautiful views over land and sea: that from the summit level, looking back to Teelin Bay, Carrigan Head, and Slieve League, is particularly fine. $\frac{1}{2}$ mile N.E. of Killybegs is a "Loggan stone."

The stranger should visit the curious rocks called Muckcross Market House, a series of semicircular cliffs, about 500 yards in extent and 1000 feet high. On the top of the heads there is a Druidical circle, with the remains of a Danish fort close at hand.

At KILLYBEGS we bid farewell to Irish cars and enter the carriages of one of Mr. Balfour's light railways, from which we obtain some pleasing peeps of wood, and bay and islands, as we pass through "sylvan shades and rugged forests." On our way we pass "The Hall," the seat of the Marquis Conyngham, and then Mount Charles, a prettily situated village overlooking the sea. We next enter the town of Donegal, situated on the river Eske (or Eask) at the north-east extremity of the Bay to which it gives its name.

Donegal (*Hotels*: Arran Arms; Commercial). The fine old castle of Donegal is not wholly the original one, but one built in 1610 by Sir Basil Brooke, who conjoined to the new building the available parts of the old one. A beautifully sculptured chimney-piece, mullioned windows, and a picturesque turret remain to testify to the former grandeur of the place.

Here stood also an abbey, now in ruins, in which, or in the castle of Kilbarron, the celebrated *Annals of the Four Masters* was written. This valuable historical record is sometimes called the "Annals of Donegal."

EXCURSION TO LOUGH ESKE AND BARNESMORE GAP

Barnesmore Gap may be conveniently visited from Donegal. This is a deep wild glen about 4 miles long, closed in by hills attaining an elevation in some places of 1700 feet. On the whole, it is one of the most magnificent defiles in Ireland. On the right are the ruins of a small fortified house or castle which formerly commanded the Pass, and in which it is supposed the Huguenot historian Rapin lived for some time.

In Lough Eske (or Eask) there is excellent fishing, with picturesque islands, and grand overshadowing mountain peaks. On one side Barnesmore (1491) and its famous Gap, and on the other Croagh Crunnellagh (1724) adorn the scene. The Ashdown Waterfall descends from the hill into the lough by a single bound of 80 feet. There are many objects of antiquarian and geological interest in the neighbourhood and much beautiful scenery.

Having now completed our round of Donegal we return to Londonderry, and so make our way to Belfast or Dublin as we please.

Reverse Route.—Those who choose the westward route will leave Londonderry by an early train at 9.50 and arrive in Donegal at 12.10, giving a long afternoon to visit Lough Eske, Barnesmore Gap, and other objects of interest. Next day they will start for Killybegs, and reverse the route we have sketched in the preceding pages.

Those who do not care to do the whole round may get a very good idea of the Donegal Highlands by taking the Midland Route as follows :—

MIDLAND ROUTE, FROM LETTERKENNY TO GWEEDORE

Leaving Letterkenny, which we reach from Derry by rail, the road traverses an open country, and, after crossing the Glashagh, affords views of Lough Fern on the right, and in

front the pretty village of Kilmacrenan (7 miles) with its abbey, founded by St. Columba, the tower of which still remains. An excursion may be made from here to Gartan Lough (6 miles), by leaving the Lough Beagh road on the left after crossing the Largy. Returning to the route westwards, the road traverses a wild and hilly country, affording views of Muckish Mountain in front, and Carrotrasna (1183 feet) on the left. About 8 miles from Kilmacrenan we strike the Owencarrow River, just where it leaves Lough Beagh. From Glenbeagh the main road ascends and skirts the right bank of the Calabber River, and soon brings the tourist into the very heart of the highlands of Donegal. On his right is Muckish, and behind him, in the distance, Glen Lough; to his front the high peak of Errigal, and close to the left Mount Dooish, with Slieve Snaght in the distance. After crossing the watershed of the Owenbeg, we descend by the banks of the Owenee and round the base of Errigal, charmed by the view that meets us of Loughs Dunlewy and Nacung stretched out below. We soon reach Dunlewy Church (18 miles from Kilmacrenan) at the head of the lake, and a drive of other 5 miles along the north side of Lough Nacung will take us to our destination, Gweedore Hotel (page 144), after traversing one of the finest routes in Ireland.

SOUTHERN APPROACHES.

As the county of Donegal has been described above in the order necessary for those entering it from the north, we shall now briefly notice the two main approaches from the South, asking the reader to reverse our description of the road from page 147 backwards to Buncrana.

Enniskillen and Ballyshannon to Donegal

First route—From Enniskillen¹ to Pettigo by railway; thence to Donegal by hired car. Second route—from Enniskillen to Ballyshannon by rail; thence to Donegal by public car. From Donegal to Killybegs by rail.

From Enniskillen to Donegal the route lies along the east side of the lower Lough Erne. After traversing a district

¹ From Enniskillen Donegal may also be reached by taking the steamer down Lough Erne to Belleek; thence by rail to Ballyshannon, and on by car to Donegal.

agreeably diversified with gentlemen's seats, we skirt Irvines-town (formerly Lowtherstown) ; and passing the village of Kesh, where the landscape becomes more hilly, we arrive at the picturesque town of Pettigo, nicely situated on the river Termon. To the north of it are Crockinaghoe (1189 feet) and Knockdarin (752 feet).

Beyond these, completely encircled by mountains, is LOUGH DERG, a wild romantic sheet of water covering an area of upwards of 2100 acres. It is said that from Station Island entrance is obtained to St. Patrick's Purgatory, and certain it is that to this day many humble penitents in this belief visit the island during the summer months. The ruins of a religious house still exist on Saint's Island, and have lately been repaired.

From Ballyshannon to Donegal is only 14½ miles, and the route lies through a delightful country, well cultivated and fertile. A few miles to the left, on a jutting crag overlooking Donegal Bay, is Kilbarron, the ruined castle of the O'Clerys, once powerful chiefs in Donegal. It disputes with the Abbey of Donegal the honour of having been the place where the celebrated *Annals of the Four Masters* was composed. After an agreeable drive we arrive at the town of Donegal.

EXCURSIONS FROM KILLARNEY

(See p. 65.)

I. To the Waterville Promontory and Valencia Island

Caragh Lough.—This is a most enjoyable tour if the weather be favourable. It embraces some of the finest mountain scenery in the kingdom, and has excellent hotels. About an hour and a half by rail will bring the tourist to Caragh Lough (Southern Hotel), where he can spend some days pleasantly.

There are many charming walks and drives, and the salmon and trout fishing is as good as any in Ireland. The Pass of Ballaghbeama should be visited, and the watering village of Glenbeigh. Consult the managers of the different hotels, who will readily give all details as to the best excursions, and arrange parties, if desired.

Caherciveen.—The route from Caragh Lough to Caherciveen and Valencia affords some beautiful prospects over Dingle Bay and promontory, and to view these to advantage the right-hand side of the railway carriage should be chosen. To see Valencia Island satisfactorily a car must be hired at the hotel in Knightstown. The stranger ought to visit the offices of the Anglo-American Telegraph Cable, if time allows.

Waterville.—A four-horse coach starts from Caherciveen half an hour after the arrival of the forenoon train, and a run of 9 m. brings the traveller to Waterville on Ballinskelligs Bay. The hotels are the Southern on the S. shore of Lough Currane; the Bay View and the Butler Arms, in the village. The fishing opens on 1st Feb., and is free in the lough and river. Salmon plentiful in the early months, and trout in autumn.

Parknasilla (*Hotel*: The Southern). A coach leaves Waterville at 3 P.M. and reaches Parknasilla at 7 P.M. after a delightful drive along the coast for a considerable portion of the way. In this little Paradise many delightful days may be passed. The hotel grounds are extensive, and include several islands in Ireland's most beautiful fiord, the Kenmare River, which may be visited by launch.

Trips may be made to Dereen, where Lord Lansdowne has a charming estate, to Garinish island, owned by Lord Dunraven, and through which one may wander in a wilderness of tropical flowers and plants, to the cross of Ardgroom and other interesting points. There is good sea-bathing, and indeed Parknasilla is as nearly a perfect holiday resort of the better class as the traveller is likely to meet. Next morning the coach leaves at 10.45 for Kenmare, where those who wish may get train to Killarney, *via* Headford. The drive from Waterville to Kenmare is a lovely one, along a fuschia-bordered road, with here and there great arum lilies growing in the open gardens. Midway the Blackwater is crossed by a high, romantically-situated bridge. Waterville and Parknasilla

are convenient for visiting Glencar, where there is a comfortable hotel, much favoured by anglers. Thence a boat may be taken across Caragh Lough to the Southern Hotel.

II. The Dingle Promontory

There is a railway from Killarney to Tralee, the chief town in Kerry, and to Dingle (pop. 1764), at the western extremity of the peninsula. Tralee and Dingle have no lions to show, but Dingle, which was formerly the principal manufacturing town in Kerry, is an excellent centre for the fisher, the antiquarian, and the lover of bold mountains and beetling crags. In going from Tralee to Dingle we have rail all the way, but it is better to leave the train at Castlegregory and drive or walk thence through Connor Pass (1300 feet), thus crossing the promontory from bay to bay, a distance of 15 miles. From the summit of the Pass a splendid prospect to the south bursts upon the eye, including as it does a vast extent of sea and coast-line, of dotted islands, and of Alpine peaks. From Dingle excursions should be made to Sleah Head, Clogher Head, Ferriter Cove, Sybil Point and Sybil Head, and the Three Sisters; to Smerwick Harbour, where the Spanish forces landed and were repulsed in 1578, Kilmalkedar, with its 11th-century remains, to Gallerus Oratory and St. Monachan's grave; also to Brandon Hill (3127 feet), from the summit of which a magnificent panorama of sea and mountain is obtained. Near Brandon Head there are some towering cliffs, one reaching the height of 1200 feet. All this promontory abounds with relics of bygone years. It is noted for its mild and healthy atmosphere, its glorious sunsets, and its romantic scenery.

Tourists may return to Killarney by rail, or go north from Tralee by Listowel to Ballybunion, by the Lartigue or single line railway, and thence *viâ* Kilrush and Kilkee, through County Clare, to Ballyvaghan and Galway, where the Connemara tour begins. At Ballybunion, a favourite watering-place, there are splendid cliffs, and curious rock-arches and caves. The line from Listowel to Ballybunion is interesting as being the original mono-rail, the cars being constructed to run on a high central rail, the passengers sitting on either side.

OUTLINE OF CYCLING ITINERARY

It is impossible in the space at our command to give more than an outline of the routes for cyclists in Ireland, but with these and the information contained in the body of the volume, there will be enough for the cyclist who desires rather to visit Ireland than to obtain such a knowledge of the country as is only possible to a native. In the introductory notes we have indicated that the best scenery of Ireland lies around its seaboard; therefore we shall, in the following routes, carry the cyclist completely round the country. The advantage of this is that, while we take Dublin as our starting-point, cyclists arriving at other points may take up the tour from that place equally well. We shall also indicate, as a general rule, a "straight-away" route, leaving it to the individual rider to make such divergences as he may consider advisable. No attempt is made to divide the routes into daily distances, the length of these depending entirely upon personal preferences, weather, and places of interest along the road. The route is given from one important place to another, leaving each rider to subdivide it as preferred. For pocket reference cyclists will find *Meccredy's Road-Books* (R. J. Meccredy, 34 Lower Abbey Street, Dublin, 2 vols. 1s. each) most valuable, while for more detailed information the C.T.C. *Irish Road-Books* (edited by the present writer, Cyclists' Touring Club, 47 Victoria Street, London, S.W., 3s. each) will probably be found sufficient. Both works will be found to contain a large amount of information of general advantage to the cyclist in Ireland.

DUBLIN TO CORK

199 $\frac{3}{4}$ Miles

Principal Places passed through

	MILES
Dublin . . .	—
Stillorgan . .	5 $\frac{1}{2}$
Shankhill Sta. .	5 $\frac{1}{2}$
Bray . . .	2 $\frac{3}{4}$
Enniskerry . .	3 $\frac{3}{4}$
Roundwood . .	10 $\frac{1}{4}$
Laragh . . .	6
Glendalough . .	1 $\frac{1}{4}$
Laragh . . .	1 $\frac{1}{4}$
Rathdrum . .	7 $\frac{1}{4}$
Ovoca . . .	5 $\frac{1}{2}$
Wooden-Bridge	1 $\frac{3}{4}$

The two principal sections in this tour are that through Wicklow, "the Garden of Ireland," and the Blackwater, the latter a district too little known by English and Scottish tourists. From Dublin to Bray there is a choice of routes; those landing at Kingstown may, if they do not desire to visit Dublin, proceed straight along the coast through Dalkey to Bray. There are fine views of the Wicklow hills as the cyclist gradually approaches them from Dublin. On the way to Enniskerry the Dargle is passed, and from Enniskerry Powerscourt may be visited. Thence it is a wild, mountain ride to Laragh, where a slight detour should be made for

*Principal Places
passed through*

	MILES
Coolgreaney . . .	5½
Gorey . . .	7½
Ferns . . .	10½
Enniscorthy . . .	7½
Clonroche . . .	9
New Ross . . .	12
Waterford . . .	15½
Dungarvan . . .	29
Cappoquin . . .	10½
Lismore . . .	3½
Ballyduff . . .	5½
Fermoy . . .	10
Rathcormack . . .	4½
Cork . . .	18
Total . . .	199½

Finally, we have an

lonely Glendalough, after which we have a beautiful run through the Vale of Clara to Rathdrum and on past the far-famed "Meeting of the Waters," to Wooden-Bridge. From there the route lies by way of Gorey and the old cathedral city of Ferns to Enniscorthy, where we strike across to New Ross, and, by a fine open run, to Waterford. The hardest parts of this section are from Enniskerry to Roundwood, and between New Ross and Waterford, otherwise the road is fairly easy and generally good.

A comparatively uninteresting stretch connects Waterford and Dungarvan, but the scene improves till the Blackwater is reached at Cappoquin, when some of the most delightful scenery is passed to Fermoy. (There is an extremely pretty run to Youghal, for those who prefer to take that route to Cork.) easy, picturesque run into Cork.

CORK TO KILLARNEY

96½ Miles

Cork . . .	—
Carrigrohane . . .	4½
Dripsey . . .	9½
Carrigadrohid . . .	6
Macroon . . .	5
Inchigeelagh . . .	9½
Bealanageary . . .	5½
Pass of Keim-an-Eigh . . .	4½
Snave Bridge . . .	12
Glengariffe . . .	5½
Turner's Rock . . .	6½
Kenmare . . .	11½
Windy Gap . . .	6½
Killarney . . .	10
Total . . .	96½

From Cork to Macroon we have a gradually improving scene, the latter part being very pretty. Thence ensues a gloriously wild run by Inchigeelagh and the pass of Keim-an-Eigh, where the road winds along the side of a precipice, to Glengariffe, a veritable fairyland. Although there is some heavy climbing to be done, the road is well graded and the concluding portion is a grand compensating run down, with some splendid views of Bantry Bay. From Kenmare it is a persistent climb all the way to Turner's Rock, where the road is carried through a tunnel into County Kerry, and afterwards a glorious sweep down into the valley and Kenmare. This is one of the most perfect runs on the route. From Kenmare there is a long, but rideable ascent to Windy Gap, and then almost all downhill into Killarney, with perfect views of the lakes on the way. When at Killarney the cyclist should endeavour to arrange to make the circular trip by Killorglin, Glenbeigh, Cahirciveen, Valencia, Waterville, Parkna-

silla, and Kenmare, back to Killarney. Three to four days may be devoted to this round, and it is well worth omitting any other intended trip to admit of its inclusion. The road throughout is only hilly at times, but is so excellently made as to be always rideable, while the scenery is a surfeit of beauty.

KILLARNEY TO GALWAY

136 $\frac{3}{4}$ Miles

Principal Places passed through

	MILES
Killarney . . .	—
Farranfore . . .	9 $\frac{1}{2}$
Castleisland . . .	6 $\frac{1}{2}$
Listowel . . .	18
Tarbert . . .	11
Kilrush (by steamer)	
Kilkee . . .	8
Doonbeg . . .	7 $\frac{1}{2}$
Spanish Point . .	12
Lahinch . . .	8 $\frac{1}{2}$
O'Brien's Tower .	6 $\frac{1}{2}$
Lisdoonvarna . . .	8 $\frac{1}{2}$
Ballyvaghan . . .	9 $\frac{1}{2}$
Burren . . .	7
Kinvarra . . .	7 $\frac{1}{2}$
Kilcolgan . . .	6 $\frac{1}{2}$
Oranmore . . .	5 $\frac{1}{2}$
Galway . . .	6
Total . . .	136 $\frac{3}{4}$

The road from Killarney to Tarbert is fairly good, but uninteresting after recent experiences for those who have come from Cork. At Tarbert the steamer is taken across the Shannon estuary to Kilrush, where we turn westward for Kilkee, a pleasant little watering-place. Northward as far as Spanish Point it is rather a bleak run, but thence we enter on some splendid scenery, by the Cliffs of Moher to Lisdoonvarna, a favourite holiday resort. Six miles farther is a steep descent down the Corkscrew road, which winds down the side of a precipice, and thence a pleasant run closes the route to Galway. The roads throughout may be described as good, with interventions of indifferent character, hills are not noticeably frequent, and the scenery around the Cliffs of Moher is some of the finest in the country.

GALWAY TO SLIGO

182 Miles

Galway . . .	—	Galway to Clifden, on the coast, is 53 miles,
Oughterard . . .	17	by a good road, with scenery sometimes wild,
Recess . . .	18	generally attractive, and thoroughly character-
Clifden . . .	18	istic. This part of the tour should certainly
Letterfrack . . .	9	not be missed. The pass of Kylemore, the
Leenane . . .	14	Twelve Pins, etc., are noted objects. From
Louisburgh . . .	20	Clifden, <i>via</i> Leenane, to Westport is 56 miles
Westport . . .	14	of rather rough travelling. From here a
Castlebar . . .	11	detour may be made to visit Achill Island.
Bellavary . . .	7	From Westport go through Castlebar to

<i>Principal Places passed through</i>			
		MILES	
Ballina	.	17	Ballina (36 miles), with some fine views, crossing the junction of Loughs Conn and Cullin <i>en route</i> . From Ballina to Sligo is 40 miles over a fair road. Half a mile from Sligo is Lough Gill, considered by many to be almost as beautiful as Killarney. It can all be seen at one view. Its length is 5 miles, and breadth from 1 to 2 miles.
Dromore	.	15	
Sligo	.	22	
Total	.	182	

SLIGO TO LONDONDERRY

82 Miles

Sligo	.	—	The best way to approach the Donegal Highlands is by way of Ballyshannon to Donegal (distance from Sligo 40 miles), and Londonderry by the direct route is only 43 miles farther; but for a complete tour of the Highlands 143 miles are necessary. This is the distance by the coast from Donegal to Londonderry, and the route is one that offers the prospect of scenery of a very wild and grand nature—among which may be noted
Bundoran	.	21	
Ballyshannon	.	4	
Donegal	.	14	
Barnesmore Gap	.	9	
Stranorlar	.	9	
Raphoe	.	9	Slieve League, the finest sea-cliff in the British Isles; Gweedore, near which is Mount Errigal, king of Donegal mountains (2468 feet; Horn Head, a towering headland with wonderful caves; and Lough Swilly, which is crossed on the way to Londonderry. If time allows, this more circuitous route should certainly be followed, for it affords some of the wildest and grandest scenery in Ireland. The road can easily be traced by the aid of the map facing p. 141. From Donegal follow the main road westward through Killybegs and Carrick to Glencolumbkille, then through the glen to Ardara and due north to Gweebarra Bridge. Thence straight on to Dunglow, Crolly, and Gweedore Hotel, whence the cyclist may travel either <i>via</i> Derrybeg and Bloody Foreland, or by the direct road to Falcarragh and Dunfanaghy. Thence by way of Creeslough, Glen, a detour to Rosapenna, Carrickart, Milford, Rathmullan, and Fahan to Londonderry. There is little difficulty in finding the correct route, for there is not such a wealth of roads in Donegal as in other parts of Ireland, and the hotel- and innkeepers will always be able to supply further instructions wherever the tourist is in doubt. A great portion of the route, too, is the coach and mail-car route, so that it is always distinguishable from the bye-roads.
Londonderry	.	16	
Total	.	82	

LONDONDERRY TO BELFAST

129 Miles

Londonderry	.	—	Bushmills, for the Giant's Causeway, is 48 or 49 miles from Londonderry. Go through
Limavaddy	.	16	

*Principal Places
passed through*

	MILES
Coleraine . . .	20
Portrush . . .	5
Bushmills . . .	6
Ballintoy . . .	9
Ballycastle . . .	6
Cushendall . . .	16
Glenarm . . .	14
Larne . . .	13
Carrickfergus . . .	14
Belfast . . .	10
Total . . .	129

Coleraine and Portrush. The road is pleasant and has some pretty scenery. It follows the shores of Lough Foyle for some way, and is engineered so as to avoid bad hills. In the latter part of the way, though the gradient is easy, the surface is not altogether without reproach. This part of the coast, with the mysterious basaltic formation of the Causeway cliffs, is one of the greatest natural wonders in the world, and some time should be spent in seeing it properly.

Bushmills to **Belfast** by the coast route is a splendid ride of rather more than 80 miles. Pass through **Ballycastle, Cushendall, and Larne.** There is fine coast scenery, a good

surface, and many attractions by the way. By the route now advised the cyclist misses Lough Neagh, the largest piece of inland water in the three kingdoms, 153 square miles in extent; but if he really cares to gaze upon it, he can make a little detour from Belfast to Langford Lodge, rather over 18 miles, or to Antrim, rather under 20 miles.

BELFAST TO DUBLIN

103 Miles

Belfast . . .	—
Lisburn . . .	8
Dromore . . .	9
Banbridge . . .	7
Newry . . .	14
Dundalk . . .	13
Dunleer . . .	13
Drogheda . . .	10
Balbriggan . . .	10
Swords . . .	11
Dublin . . .	8
Total . . .	103

This way is *via* Newry (near which note the Mourne Mountains), Dundalk, and Drogheda, and it is in places a little tame after all that has preceded it. The distance is, in round numbers, 100 miles, and the interest lies more in the great towns through which the route passes than in the scenery, which is, however, frequently pretty. Taking the road very generally, we find it rises on the whole to about 4 miles beyond Newry, and then descends.

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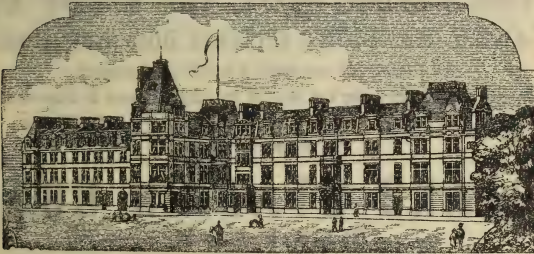
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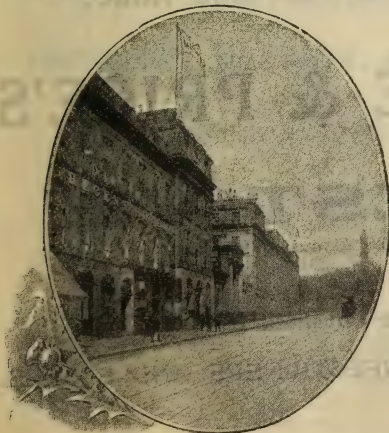
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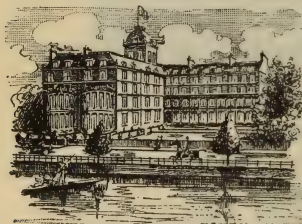
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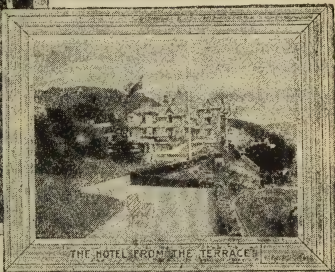


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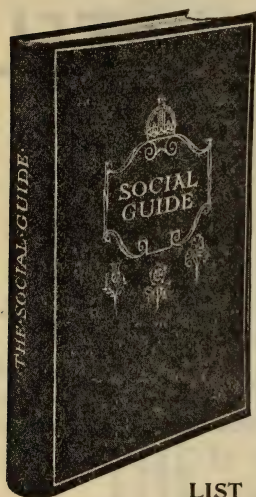
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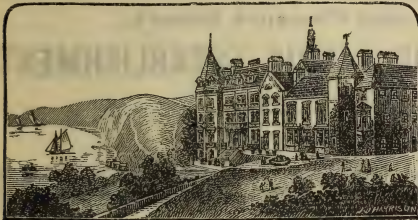
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| 36 Aldwych | 26 Duke of York's | 22 New | (Dover St. and St. James's Park Stn.) |
| 20 Alhambra | 15 Empire | 5 New Royalty | Scala (Goadge St., S.W.) |
| 8 Apollo | 37 Gaiety | 2 Oxford Music Hall | 13 Shaftesbury |
| 31 Coliseum | 9 Globe | 11 Palace | 35 Strand |
| 25 Comedy | 29 Haymarket | 1 Palladium | 39 The Little |
| Coronet (Notting Hill Gate.) [S.W.] | 17 Hippodrome | 14 Pavilion | 40 Tivoli |
| Court (Stoane Sq., | 28 His Majesty's | 38 Playhouse | 33 Vaudeville |
| 23 Covent Garden | 4 Holborn Empire | 19 Prince of Wales | Victoria Palace |
| 18 Criterion | 12 Kingsway | 3 Princes | (Victoria) |
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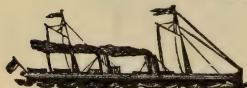
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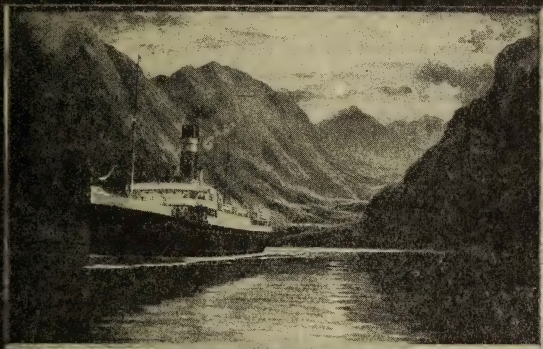
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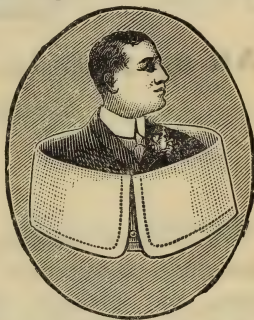
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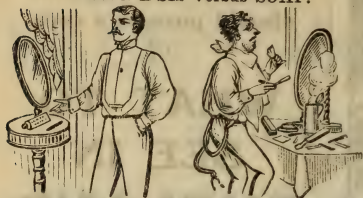
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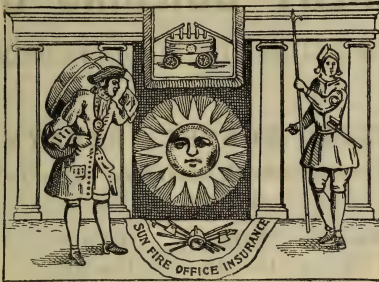
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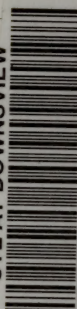
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